

EXPOSITION PARK MASTER PLAN

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (EIR)
TO THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT EIR
(STATE CLEARINGHOUSE No. 1990011065)

PREPARED FOR:

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V	Public Comments on the Draft SEIR
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CHAPTER 8

RESPONSES TO COMMENTS ON THE DRAFT SEIR

8.1 OVERVIEW

The Office of Exposition Park Management (OEPM) prepared a draft Subsequent Environmental Impact Report (SEIR) to assess the potential environmental effects of the Exposition Park Master Plan (refined project). OEPM circulated the Notice of Availability (NOA) of a Draft SEIR for public review between April 17, 2020, and June 1, 2020. The NOA was filed with the Los Angeles County Clerk on April 20, 2020. The Notice of Completion (NOC) was filed with the Governor's Office of Planning and Research (State Clearinghouse [SCH] No. 1990011065) on April 20, 2020.

The public scoping meeting for the proposed project was publicized in the NOA via newspaper posting in the *Los Angeles Sentinel* and *La Opinión*, posted on-site at Exposition Park, online at the Exposition Park Together Website¹ and Exposition Park website,² and through Eblasts sent on April 15 and April 16, 2020, to a Master Plan distribution list established from fall 2017 through the Initial Study scoping period in January 2020. Copies of the NOA and Draft SEIR were made available online via the Exposition Park Together Website for the 45-day public review period.³

OEPM hosted a public meeting on Wednesday, April 29, 2020, between 6:00 p.m. and 8:00 p.m. using GoToWebinar.⁴ The public comment period closed on June 1, 2020. OEPM received 26 letters of comment. In addition, OEPM received 75 verbal comments during the public meeting on April 29, 2020 (Table 8.1-1, *List of Commenters on the Draft SEIR*). The commenters have been divided into the following categories:

- A. Federal Agencies
- B. Sovereign Nations
- C. State Agencies
- D. Local Agencies
- E. Organizations
- F. Private Individuals
- G. Oral Comments Received during April 29, 2020, Public Meeting

¹ Exposition Park Together. Accessed July 24, 2020. *The Draft SEIR Period for the Exposition Park Master Plan Has Begun!* Available at: <https://www.expositionparktogether.org/the-draft-seir-period-for-the-exposition-park-master-plan-has-begun>

² Office of Exposition Park Management. April 17, 2020. *Notice of Availability*. Available at: http://expositionpark.ca.gov/wp-content/uploads/2020/04/Exposition-Park-Master-Plan_NOA_Subsequent-EIR.pdf Main website: <http://expositionpark.ca.gov/Public-Notices/>

³ Exposition Park Together. Accessed July 24, 2020. *The Draft SEIR Period for the Exposition Park Master Plan Has Begun!* Available at: <https://www.expositionparktogether.org/the-draft-seir-period-for-the-exposition-park-master-plan-has-begun>

⁴ Due to the COVID-19 pandemic, in-person meetings were not allowed from March 20, 2020 through summer 2020.

**TABLE 8.1-1
LIST OF COMMENTERS ON THE DRAFT SEIR**

Letter Number	Summary of Written Comments
A. Federal Agencies (none)	
B. Sovereign Nations (none)	
C. State Agencies (none)	
D. Local Agencies	
D.1	Los Angeles County Metropolitan Transportation Authority
D.2	Natural History Museum of Los Angeles County
E. Organizations	
E.1 thru E.22	Los Angeles Football Club (LAFC) Fan Active Supporters
E.23	North Area Neighborhood Development Council (NANDC)
F. Private Individuals	
F.1	Wes Joe
G. Oral Comments Received during April 29, 2019, Public Meeting	
G.1 thru G.75	

The public comment letters are included in Appendix V, *Public Comment on the Draft SEIR*. This section of the Final SEIR includes the response to comments. Comment letters and specific comments are given letters and numbers for reference purposes. (For example, the first comment from the Los Angeles County Metropolitan Transportation Authority is labeled **Comment D.1-1**.) The comment letter is shown numbered and bracketed, with numbers representing the point addressed.

Clarifications and revisions to the Draft SEIR made in response to the comments are included in Chapter 9, *Clarifications and Revisions to the Draft SEIR*, of the Final SEIR.

8.2 RESPONSES TO COMMENTS

A. FEDERAL AGENCIES

No comments were received from federal agencies.

B. SOVEREIGN NATIONS

No comments were received from sovereign nations.

C. STATE AGENCIES

No comments were received from state agencies.

D. LOCAL AGENCIES

D1. Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Los Angeles, CA 90012
Shine Ling, AICP
Manager, Transit Oriented Communities
DevReview@metro.net

Response to Comment No. D1:

OEPM appreciates comments provided by the Los Angeles County Metropolitan Transportation Authority (LA Metro) in relation to the ongoing dialogue regarding existing and proposed transportation improvements that serve Exposition Park and the surrounding community. OEPM received the LA Metro comment letter in response to the Notice of Preparation (NOP) for the Master Plan SEIR, dated February 21, 2020, and those comments have been addressed and taken into consideration in the evaluation of Transportation in the SEIR. OEPM has demonstrated their commitment to working with LA Metro on the design of Exposition Park and surrounding public infrastructure through participation in a Joint Design Workshop on May 15, 2020. OEPM is committed to continuing this dialogue through final design and implementation of those Master Plan improvements approved by the Board of Directors for Exposition Park and the California Science Center.

The February 21, 2020, letter was received by OEPM and the project team and was reviewed in full. The key CEQA-related issues identified in the letter were addressed as part of the Draft SEIR released April 17, 2020, including in Section 3.1, *Aesthetics*, and Section 3.9, *Transportation*. Notwithstanding, the comments from the February 21, 2020, letter are enumerated and responded to in full below.

Response to Comment No. D1.2

The comment acknowledges the importance of Exposition Park as a venue for recreation, culture (museums), and major events and notes that LA Metro operates numerous transit routes near Exposition Park. The comment welcomes cooperation between LA Metro and the refined project design team. Subsequent to original receipt of this comment (February 21, 2020), OEPM participated in a Joint Design Workshop with LA Metro and the City (May 15, 2020), as discussed in response to comment D1.1. The comment contains introductory language describing LA Metro's desire to work with local municipalities and developers to grow transit ridership, reduce driving, and promote walkable neighborhoods. It also cites CEQA guidelines indicating that the effect of a project on transit systems and infrastructure should be evaluated under CEQA.

As indicated in the comment, CEQA Guidelines Section 15064.3(a) states that "other relevant considerations [in the evaluation of transportation impacts] may include the effects of the project on transit and other non-motorized travel." This is further detailed in the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, which states,⁵

⁵ Governor's Office of Planning and Research. December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Available at https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. P.19.

“Lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the functionality of the transportation system.”

The language above from Section 15064.3(a) has been added to the regulatory framework in Section 3.9, *Transportation* (see Chapter 9, *Clarifications and Revisions to the Draft SEIR*).

Page 3.9-9 of the Draft SEIR provides a discussion of potential conflicts between the proposed cycle tracks on Exposition Boulevard and operations of the Metro E Line light rail during large events at Exposition Park. As stated, there would be sufficient space between the Rose Garden and Exposition Boulevard (this width is approximately 125 feet) to accommodate both the cycle track and pedestrians queued for the Metro E Line. Permanent and event-day signage could be placed on the cycle track to promote safe operations or enact event-day restrictions. There would be no significant safety impact resulting from this cycle track. Clarification language has been added to Section 3.9 under impact analysis question (c) (see Chapter 9).

Furthermore, it is important to note that the refined project is intended to serve as a conceptual guide for the long-term development of Exposition Park. It does not include detailed design of any proposed facilities. The cycle tracks, like all other refined project elements, would be designed at a later date with input from affected stakeholders, including LA Metro. OEPM demonstrated this commitment through participation in the May 15, 2020, Joint Design Workshop, the initial step in the process to ensure that the design of the cycle tracks and other refined project elements do not conflict with public transit or other nearby infrastructure. Clarification language has been added to Section 3.9 under impact analysis question (c), and the additional review by affected stakeholders and LA Metro has been described in Chapter 2, *Project Description* (see Chapter 9). With respect to the bike lane connector going through Kinsey and State Drives, Chapter 2 has been clarified to further explain that cyclists would not be allowed to ride in these areas. The purpose of this connector is to highlight potential connectivity to active transportation hubs, including the two light-rail LA Metro stops. To avoid any misinterpretations, text clarification and a figure legend with a clear description of the purpose of dashing the bike path along these two interior paths have been added. Figure 2.4.1-1, *Proposed Master Plan Element 1 – Threshold and Gateway*, has been revised to include a legend clarifying that the solid green line proposes a cycle track and the dashed green line proposes a cyclist dismount/walk zone with signs.

OEPM and the Master Plan design consultant have reviewed the proposed Exposition Park Master Plan in relation to the *Metro Adjacent Development Handbook* (provided as an attachment to the comment letter) identifying common concerns for development adjacent to transit facilities. Several of the guidelines in the *Metro Adjacent Development Handbook* are applicable to the Master Plan:

- 1.1 – Supporting Transit-Oriented Communities
- 1.2 – Enhancing Access to Transit
- 1.9 – Driveways / Access Management
- 1.10 – Bus Stops and Zones Design

The refined project is consistent with all of the applicable recommendations under each of those guidelines. Clarification language has been added to Section 3.9 under impact analysis question (c), and language regarding consistency with the *Metro Adjacent Development Handbook* has been added to the Chapter 2, *Project Description* (see Chapter 9).

Response to Comment No. D1.3

The comment provides a brief summary of studies LA Metro is undertaking regarding the provision of high-quality transit service along Vermont Avenue, including adjacent to Exposition Park. The refined project elements do not extend west of Bill Robertson Lane (approximately 400 feet east of Vermont Avenue), other than cycle tracks to be considered for Exposition Boulevard and Martin Luther King Jr. Boulevard between Vermont Avenue and Figueroa Street. Therefore, the refined project would not affect LA Metro's decision-making regarding high-quality transit on Vermont Avenue. The comment is noted for the administrative record. The Vermont Transit Corridor Project has been added to Chapter 2, *Project Description*, as a related project (Table 2.7-2), and additional language addressing the Vermont Corridor has been added to Section 3.9 under impact analysis question (c) (see Chapter 9).

The comment recommends that the Draft SEIR analyze the effects of refined project traffic on potential future transit operations on Vermont Avenue. As discussed on page 3.9-8 of the Draft SEIR, based on standard trip generation metrics for a public park, the refined project would not result in any increase in vehicular trip generation because it would not expand the land area of Exposition Park or the parking capacity. The Draft SEIR appropriately considered the reasonably foreseeable impacts caused by the refined project in accordance with CEQA requirements. Any potential increase in attendance to Exposition Park as a result of the refined project would be the result of improved aesthetics, placemaking, and open spaces. Clarification language has been added to Section 3.9 under impact analysis question (b) (see Chapter 9). An attempt to quantify that potential increase in attendance and equate it to additional vehicular traffic in the vicinity would be highly speculative. Furthermore, any analysis of that traffic's effects on as-yet-undefined potential future transit service on Vermont Avenue would compound the speculation.

The comment specifically requests clarification regarding vehicular egress from the subterranean parking structure proposed north of Martin Luther King Jr. Boulevard. This structure would have multiple egress points on Martin Luther King Jr. Boulevard as well as one on Figueroa Street. The primary egress on Martin Luther King Jr. Boulevard would be via the signalized intersection of Hoover Street and Martin Luther King Jr. Boulevard, which allows vehicles to turn left (east) toward Interstate 110. The secondary egress would be a direct ramp to westbound Martin Luther King Jr. Boulevard. For drivers seeking to travel east on Martin Luther King Jr. Boulevard, operational measures (such as guide signage within the parking structure) would help to direct them to the exit

on Hoover Street or to Figueroa Street. Drivers who inadvertently exit to westbound Martin Luther King Jr. Boulevard may turn left or U-turn at Hoover Street, Bill Robertson Lane / Menlo Avenue, or Vermont Avenue. Nonetheless, it is possible that the direct ramp to westbound Martin Luther King Jr. Boulevard would only be opened for operation on large event days, during which City of Los Angeles Department of Transportation (LADOT) traffic control officers implement detailed traffic management and control plans. Therefore, the potential impact of refined project left-turns or U-turns on transit operations on Vermont Avenue are minimal and would be insignificant in comparison to ambient traffic levels already traveling through the intersections in question. Clarification language has been added to Section 2.4.10, *Parking*, and Section 3.9 under impact analysis question (c) (see Chapter 9).

It is important to note that the existing surface parking lot at the same location as the proposed subterranean structure has an unsignalized driveway to Martin Luther King Jr. Boulevard that currently functions similarly to the proposed direct ramp in that it only allows right turns to Martin Luther King Jr. Boulevard when in use.

The comment expresses a desire to collaborate with OEPM on the location and design of future rail or BRT stations on Vermont Avenue. OEPM participated in the May 15, 2020, Joint Design Workshop with LA Metro and the City and is committed to continuing to work with both entities in the future. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, to record the commitment for the record (see Chapter 9).

Response to Comment No. D1.4

The comment provides a list of LA Metro bus routes and stop locations adjacent to Exposition Park. The five LA Metro bus lines and bus stops and LADOT bus lines have been added as a clarification to Section 2.3, *Environmental Setting, Transit Access*; and Section 3.9 under Environmental Setting (see Chapter 9).

Response to Comment No. D1.5

The comment requests identification of potential impacts on any LA Metro transit stops adjacent to Exposition Park and that all temporary or permanent modifications to transit stops must meet ADA standards. There are bus stops adjacent to Exposition Park at the following locations:

1. Figueroa Street at State Drive
2. Figueroa Street at 39th Street / Exposition Park Drive
3. Figueroa Street at Martin Luther King Jr. Boulevard
4. Martin Luther King Jr. Boulevard at Hoover Street
5. Vermont Avenue at Martin Luther King Jr. Boulevard
6. Vermont Avenue at Leighton Avenue
7. Vermont Avenue at 39th Street
8. Exposition Boulevard at Vermont Avenue
9. Exposition Boulevard at Watt Way
10. Exposition Boulevard at Trousdale Parkway
11. Exposition Boulevard at Figueroa Street

The 11 LA Metro and DASH bus stops adjacent to Exposition Park have been added as a clarification to Section 2.3, *Environmental Setting, Transit Access*, and more specifically described in Section 3.9 under Environmental Setting.

As stated in Section 2.2, *Goals and Objectives*, Objective 5, Safety and Access, includes improving ADA access. The refined project would be required to be ADA compliant. Clarification has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, specifying that the refined project would be required to comply with applicable regulations, including the ADA (see Chapter 9).

The bus stops on Figueroa Street, Martin Luther King Jr. Boulevard, and Exposition Boulevard may be temporarily or permanently modified by the refined project's proposed cycle tracks, although detailed design of the cycle tracks is not part of the Master Plan. Additionally, construction of the subterranean parking structure north of Martin Luther King Jr. Boulevard would likely require temporary modification of the two adjacent bus stops on Figueroa Street and Martin Luther King Jr. Boulevard. However, all refined project features that could affect LA Metro facilities or operations would be designed in consultation with LA Metro to ensure that all access criteria are met throughout construction and operation. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, to record the commitment for the record (see Chapter 9). Therefore, the refined project would not result in significant impacts to any of these transit stops.

The comment requests clarification as to whether the refined project would affect the existing bus turnout on the south side of Exposition Boulevard at Watt Way. As indicated in Response to Comment A.1, the refined project serves as a conceptual guide for the long-term development of Exposition Park and does not include detailed design of any proposed facilities. As such, it is not possible to predict whether, or how, the refined project could affect the curb in question. However, OEPM is committed to working with LA Metro to design all features to mutually benefit Exposition Park and transit and other public infrastructure, as demonstrated through its participation in the May 15, 2020, Joint Design Workshop between OEPM, LA Metro, and the City.

The comment requests that any LA Metro bus stops affected by refined project construction be returned to their original condition. As discussed in response to comment no. D1.1, all refined project features that could affect LA Metro facilities or operations would be designed in consultation with LA Metro to ensure that all access criteria are met throughout construction and operation or Master Plan improvements approved by the Board of Directors for Exposition Park and the California Science Center. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, to record the commitment for the record (see Chapter 9).

Response to Comment No. D1.6

The comment requests that driveways at Exposition Park be designed and configured to avoid potential conflicts with on-street transit stops and pedestrian traffic. The refined project would have little effect on access to Exposition Park as compared to current conditions. The primary change affecting access is that existing surface parking north of Martin Luther King Jr. Boulevard would be replaced with a subterranean parking structure. The structure would have access internal to Exposition Park by way of the intersection of Hoover Street & Martin Luther King Jr. Boulevard (already a primary entrance to the similarly-sized surface parking lots), direct access to Figueroa Street south of the Bank of California Stadium (at the location of an existing driveway to the surface parking), and via ramps on westbound Martin Luther King Jr. Boulevard between Hoover Street and Figueroa Street (replacing an existing driveway to the surface parking lots). The former two locations are located near existing LA Metro bus stops, while the latter location (and only location with a significant redesign) is not located near any bus stops. Clarification language has been added to Section 3.9

under impact analysis question (c) response regarding driveway access (see Chapter 9). Therefore, the refined project would not result in new impacts to on-street transit and pedestrian traffic.

It should also be noted that while the refined project itself would have no impact on vehicular access on Vermont Avenue, the under-construction Lucas Museum of Narrative Art would close 39th Street at Vermont Avenue to vehicular traffic, with the possible exception of large event days when it would continue to operate in a manner similar to its operation prior to commencement of construction of the Lucas Museum. Construction and operation is not an element of the proposed Exposition Park Master Plan but was taken into consideration in the cumulative impact analysis as an approved project under construction that would be operational at the time of implementation of the elements of the refined project that are approved for implementation by the Board of Directors for Exposition Park and the California Science Center.

Response to Comment No. D1.7

The comment requests that landscaping adjacent to bus stops avoids vehicle conflicts at bus stops. Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, Section 3.1, *Aesthetics*, and Section 3.9 under impact analysis question (c) have been revised to clarify that all improvements along parkways shall be coordinated between OEPM, City of Los Angeles StreetsLA (previously Bureau of Street Services),⁶ and LA Metro to ensure that tree species, height, and canopy shape and root systems are taken into consideration during the selection process to minimize conflicts with visibility for transit operators and minimize conflicts within sidewalks and roads.

Response to Comment No. D1.8

The comment provides contact information for required bus operations coordination. Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, has been revised to include a Transportation project design feature indicating that OEPM shall coordinate with LA Metro Bus Operations Control Special Events Coordinator and LA Metro's Stops and Zones Department at not later than 30 days before the start of project construction for Elements 1 and 4 (see Chapter 9). Other municipal bus services may also be impacted and shall be included in construction outreach efforts related to Elements 1 and 4.

Response to Comment No. D1.9

The comment describes existing operations of the Metro E Line. As stated in Section 2.3, *Environmental Setting*, there are two Metro E Line light rail stops on Exposition Boulevard at Vermont Avenue and at Trousdale Parkway. The operating hours of the E Line have been added as a clarification to Section 3.9 under Environmental Setting (see Chapter 9).

Response to Comment No. D1.10

The comment requests an analysis of the refined project's potential impacts on Metro E Line operations on Exposition Boulevard. In response to this comment, which was originally submitted on February 21, 2020, the Draft SEIR included an analysis of the refined project's effects on pedestrian queuing at the Metro E Line on page 3.9-9. As stated therein, there would be sufficient space between the Rose Garden and Exposition Boulevard (this width is approximately 125 feet) to

⁶ City of Los Angeles StreetsLA, Urban Forestry Division. Accessed June 26, 2020. About Us. Available at: <https://streetsla.lacity.org/about>

accommodate both the cycle track and pedestrians queued for the Metro E Line. Permanent and event-day signage could be placed on the cycle track to promote safe operations or enact event-day restrictions. There would be no significant safety impact resulting from this cycle track. Clarification language has been added to Section 3.9 under impact analysis question (c) with the distance between the Rose Garden and proposed cycle track (see Chapter 9).

The refined project would not have an impact on other potential issues identified in the comment, including potential damage to the light rail tracks, disruption to light rail service, rail crossing safety, and noise and vibration. The only refined project elements that are proximal to the Metro E Line include the proposed cycle track on Exposition Boulevard (Element 1) and the reconfiguration of Bill Robertson Lane (Element 5). However, both of these elements would be contained within Exposition Park, and neither would require extensive excavation or grading. Furthermore, OEPM would continue to coordinate with LA Metro during detailed design of the refined project, and, as noted above, OEPM would coordinate with LA Metro prior to the commencement of construction.

The comment requests an analysis of the refined project's potential impacts on pedestrian queueing at the Metro E Line at the Expo Park / USC station on Exposition Boulevard at Trousdale Parkway. In response to this comment, which was originally submitted on February 21, 2020, the Draft SEIR included an analysis of the refined project's effects on pedestrian queueing at the Metro E Line on page 3.9-9. As stated therein, there would be sufficient space between the Rose Garden and Exposition Boulevard (approximately 125 feet) to accommodate both the cycle track and pedestrians queued for the Metro E Line. Permanent and event-day signage could be placed on the cycle track to promote safe operations or enact event-day restrictions. There would be no significant safety impact resulting from this cycle track.

The comment identifies potential issues with and results of the refined project's proposal to install cycle tracks and landscaping along Exposition Boulevard. The Draft SEIR indicates on page 3.9-9 that there would be sufficient space between the Rose Garden and Exposition Boulevard (this width is approximately 125 feet) to accommodate both the cycle track and pedestrians queued for the Metro E Line. Permanent and event-day signage could be placed on the cycle track to promote safe operations or enact event-day restrictions. There would be no significant safety impact resulting from this cycle track.

Furthermore, the City and Exposition Park already implement extensive traffic control during major events at Exposition Park, including the temporary closure of Exposition Boulevard as part of the control plan. OEPM meets regularly with City representatives to coordinate and refine the traffic control plan. That continual coordination, along with OEPM's commitment to coordinate design and construction of the refined project with LA Metro, serves as confirmation that these issues will be addressed through the design and operation of the refined project.

The comment provides recommended improvements to ensure safe pedestrian queueing and operations at the Metro E Line station on Exposition Boulevard at Trousdale Parkway. OEPM would coordinate with LA Metro and the City on the design and operation of the refined project, especially as it pertains to major event conditions. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, to note that commitment for the record.

Response to Comment No. D1.11

The comment requests that the SEIR analyze potential safety impacts to the Metro E Line resulting from that additional vehicular traffic generated by the project. As discussed on page 3.9-8 of the Draft SEIR and in response to comment no. D1.1, based on standard trip generation metrics for a public park, the refined project would not result in any increase in vehicular trip generation because it would not expand the land area of Exposition Park or the parking capacity. Any potential increase in attendance to Exposition Park as a result of the refined project would be the result of improved aesthetics, placemaking, and open spaces. Clarification language has been added to Section 3.9 under impact analysis question (b) regarding vehicular trip generation metrics (see Chapter 9). The Draft SEIR appropriately considered the reasonably foreseeable impacts caused by the refined project in accordance with CEQA requirements. An attempt to quantify that potential increase in attendance, equate it to additional vehicular traffic in the vicinity, and conclude that this incremental traffic could result in safety impacts to an existing rail line would be highly speculative. Rather, OEPM commits to working with LA Metro through the design and construction of the refined project to ensure that LA Metro's safety concerns are satisfactorily addressed. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

As stated in Section 3.9, the 2003 EIR, as amended, found that transportation impacts of the approved project would be significant and unavoidable, and several mitigation measures were required in conjunction with the project approval to reduce traffic impacts (see Table 1.1.3-1, *Findings of 2003 EIR, as Amended*):

1. Facilitation of vehicle movement by implementing turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage;
2. Electronic ticketing replaced parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot backup;
3. Real time radio alerts and broadcasts;
4. Changeable Message Signs used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots;
5. Carpool incentive system to reduce the number of overall vehicle trips;
6. Alternate parking sites located away from the Coliseum; and
7. Existing turn prohibitions.

Clarification that these seven mitigation measures identified in the 2003 EIR for the approved Coliseum Renovation project would continue to apply for the project, to reduce transportation impacts of the completed Coliseum renovation, including the approved Coliseum District Specific Plan and LMNA, has been added to Section 3.9 under impact analysis question (c) (see Chapter 9).

Response to Comment No. D1.12

The comment recommends that all necessary precautionary measures be taken during refined project construction to ensure safety around the Metro E Line's overhead high-voltage wires. OEPM commits that all necessary safety precautions will be implemented during construction to minimize the risk of electrocution from the high-voltage lines powering the Metro E Line. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

Response to Comment No. D1.13

The comment requests that OEPM coordinate with LA Metro if any modification is required to the Metro E Line ticket vending machines on Exposition Boulevard near Vermont Avenue. OEPM would notify LA Metro in advance and coordinate activities if any modification were required to any LA Metro facility or equipment. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

Response to Comment No. D1.14

The comment requests that OEPM provide design plans and construction work plans for any utility work and crane placement to obtain LA Metro's approval prior to construction. OEPM has committed to coordinate with LA Metro prior to the commencement of construction. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

Response to Comment No. D1.15

The comment requests that OEPM schedule a pre-construction meeting prior to refine project construction. OEPM shall coordinate with LA Metro prior to the commencement of construction. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

Response to Comment No. D1.16

The comment details specific requests for permit applications for any refined project construction activities that may require access to or modification of LA Metro right-of-way (ROW). OEPM would coordinate with LA Metro prior to the commencement of construction. Additionally, OEPM would apply for and obtain any required LA Metro permits. Section 2.5.2 has been revised to include the ROW permit requirement (see Chapter 9).

Response to Comment No. D1.17

The comment suggests that the refined project consider the strategies identified in LA Metro's Transit Supportive Planning Toolkit.⁷ As the refined project is designed in detail over the coming years, the design team would consider all available resources, including those produced by LA Metro. OEPM would continue to coordinate with LA Metro and the City during the development of the detailed design. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

⁷ Metro. Accessed August 4, 2020. *Transit Supportive Planning Toolkit*. Available at: <https://www.metro.net/projects/tod-toolkit/>

Response to Comment No. D1.18

The comment provides various recommendations for features to be included in the refined project.^{8,9} As the refined project is designed in detail over the coming years, the design team will consider all available resources, including those produced by LA Metro. OEPM would continue to coordinate with LA Metro and the City during the development of the detailed design.

The nature of the project is to improve pedestrian, cyclist, and vehicular circulation and access while minimizing potential conflicts between multimodal transportation. As described and illustrated in Section 2.4, *Project Characteristics*, the refined project would provide features to improve pedestrian safety and comfort to access or transfer between the nearby bus stops and light rail such as widening of sidewalks with enhanced paving (Element 1), pedestrian-scaled energy-efficient lighting (Elements 2, 4, 5, 6, and 9), shade trees with large canopies (Elements 1, 2, 5, 6, 7, and 8). Section 3.9 has been revised under impact analysis question (a) to clarify the transportation mode(s) that would be addressed for each element (see Chapter 9). Table 3.9-1, *Transportation Improvements by Element*, has been added to Section 3.9 under impact analysis question (a) (see Chapter 9).

Response to Comment No. D1.19

The comment recommends that parking strategies be pursued to reduce automobile usage to and from Exposition Park. As stated on page 2-9 of the Draft SEIR, the refined project moves surface parking underground. It does not substantially alter the number of available parking spaces at Exposition Park. It is important to acknowledge that, while it is important to reduce dependence on the automobile, Exposition Park hosts numerous events throughout the year that attract far more vehicles than can be accommodated within Exposition Park. One of the reasons for the concentration of event centers and museums at Exposition Park is the availability of a relatively large supply of parking that may be shared between all of the uses, relieving the burden of each use individually providing sufficient parking to serve its peak demand. Notwithstanding, OEPM will continue to seek ways to promote alternatives to automobile travel to and from Exposition Park.

Response to Comment No. D1.20

The comment notes that the use of LA Metro's name or graphics on wayfinding signage requires prior approval. OEPM will coordinate with LA Metro regarding any use of LA Metro's name or graphics on Exposition Park wayfinding signage. This commitment has been documented as a Project Design Feature in Section 2.5.2 (see Chapter 9).

Response to Comment No. D1.21

The comment requests to review any public art facing a LA Metro ROW. The refined project does not call for any new public art in the vicinity of LA Metro ROW (i.e., the Metro E Line or along Vermont Avenue, where future LA Metro transit service could be in dedicated ROW).

⁸ Metro. Accessed August 4, 2020. *Station Design Projects*. Available at: <https://www.metro.net/projects/station-design-projects/>

⁹ Los Angeles County Metropolitan Transportation Authority and Southern California Association of Governments. March 2014. *First Mile Last Mile Strategic Plan*. Available at: https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Response to Comment No. D1.22

The comment describes LA Metro's employer transit pass programs. The comment does not present issues regarding the adequacy of the environmental impact analysis.

Response to Comment No. D1.23

The comment identifies LA Metro contact information. OEPM has initiated coordination with LA Metro, engaged in working with LA Metro on design of Exposition Park and surrounding public infrastructure through participation in a Joint Design Workshop on May 15, 2020. OEPM is committed to continuing this dialogue through final design and implementation of those Master Plan improvements approved by the Board of Directors for Exposition Park and the California Science Center.

D2. NATURAL HISTORY MUSEUM OF LOS ANGELES COUNTY

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Response to Comment No. D2.1:

Section 2.4.10, *Parking*, in Chapter 2, *Project Description*, has been revised to clarify that there would be no change to bus drop off/pick up on Bill Robertson Lane (20 spaces) and Exposition Park Drive (25 spaces), which would remain as-is (see Chapter 9).

Clarification language has also been added to Chapter 2 regarding the maximum number of bus parking that would be available underground, the dedicated aboveground parking (bus) spaces, and the other loading / unloading areas for school or tour buses. Language has been added to Section 2.6, *Operations and Maintenance*, that specifically notes operational changes can be made to flex for maximum bus load days.

Data taken from the past 3 years shows that the overall average number of buses on a daily basis ranges from 25 to 55, with a peak of up to 80 buses during high season during winter and spring holiday breaks.¹⁰ Recognizing that with the opening of the Lucas Museum of Narrative Art (LMNA), the peak will likely grow, a detailed operational plan to manage the overall flow of buses shall be produced by OEPM in conjunction with the museum and educational institutions in anticipation of the new LMNA museum opening. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, of the SEIR to record the commitment for the record (see Chapter 9). However, nothing proposed in the Master Plan would diminish the movement or the staging of buses during pick-up and drop-off as compared to the current condition.

A clarification has been made in Section 2.10-1, *Parking*, to add this information regarding potential additional bus parking availability (see Chapter 9). The design of the subterranean parking structure is at this point conceptual. When funding becomes available, it would be further refined, and could realistically accommodate more buses during the Monday through Friday work week. The design team has identified an additional 9 bus parking spaces that can be accommodated, bringing the overall number of bus parking spaces during the workday to 120, which is 50 percent higher than the peaks recorded in the past 3 years. During detailed design of the garage, it is likely that additional bus parking spaces can be identified. Language has been added to Section 2.4.4 to clarify that when the subterranean parking structure design is refined during the design development stage, the structure may accommodate an additional 9 buses for a total of 120 bus parking (see Chapter 9).

A substantial increase in visitors is not anticipated for the park. Clarification regarding park visitors has been added in Section 3.8, *Population and Housing* (see Chapter 9).

Furthermore, Section 2.6, *Operations and Maintenance*, has been added to Chapter 2, *Project Description*, to clarify that OEPM, in conjunction with the other museums and educational institutions, would develop and produce an operational plan if an increase of visitors were to occur due to the LMNA (a portion of the approved project) (see Chapter 9).

¹⁰ Data from parking services contractor (contract with Office of Exposition Park Management).

Response to Comment No. D2.2

A description of the anticipated overall viewing structure height, width, and character has been included in Chapter 2, *Project Description*, for clarification (see Chapter 9). The second page of Figure 2.4.4-1, *Proposed Master Plan Element 4 – Festival Park & Community Promenade*, has been updated, and a third rendering has been added to reflect a more representative structure imagined and for consistency with the other figures in this section (see Chapter 9). Clarification language has been added to Section 2.4.4, *Element 4 – Festival Park & Community Promenade*, indicating that the Iconic Viewing Structure would not be allowed to be higher than 200 feet tall, the threshold at which a notice must be filed with the Federal Aviation Administration (FAA) (see Chapter 9).

No unplanned population growth is anticipated for the park in relation to the iconic viewing structure. Clarification language has been added to Section 3.8.3, *Population and Housing*, question (a) to specifically address the proposed Iconic Viewing Structure (part of Element 4) (see Chapter 9). The refined project site is an existing park, and the development of tourist attractions such as the Iconic Viewing Structure would not cause a substantial increase in visitors to Los Angeles. The development of the structure would not induce unplanned population growth and would not generate the need to obtain employees such as security guards and attendants from outside of the south Los Angeles area. Section 3.8, *Population and Housing*, has been revised to indicate that, according to the Southern California Association of Governments' (SCAG) City of Los Angeles 2019 Local Profiles Report, between 2000 and 2018, the City of Los Angeles had a population growth rate of 9.9 percent (see Chapter 9). As identified by the SCAG, the population in the city is expected to continue to increase; however, this increase would not be a direct result of the development of the structure. There are sufficient available labor supplies within 30 miles of Exposition Park to support design, construction, and maintenance of the facilities, including operation of the Iconic Viewing Structure.

As discussed on page 3.9-8 of the Draft SEIR and in Response to Comment D1.2, based on standard trip generation metrics for a public park, the refined project would not result in any increase in vehicular trip generation because it would not expand the land area of Exposition Park nor the parking capacity. Any potential increase in attendance to Exposition Park as a result of the refined project would be the result of improved aesthetics, placemaking, and open spaces. Clarification language has been added to Section 3.9.3 for impact analysis question (b) (see Chapter 9). An attempt to quantify that potential increase in attendance, equate it to additional vehicular traffic in the vicinity, and conclude that this incremental traffic could result in safety impacts to an existing rail line would be highly speculative. Rather, OEPM commits to working with LA Metro through the design and construction of the refined project to ensure that LA Metro's safety concerns are satisfactorily addressed. Clarification language has been added to Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, to record the commitment for the record (see Chapter 9).

Response to Comment No. D2.3:

The comment identifies existing traffic and congestion around Exposition Park as resulting in negative impacts on surrounding streets. While traffic and congestion may be undesirable for surrounding stakeholders, traffic congestion is not an impact category under CEQA with the passage of SB 743. In compliance with CEQA, the SEIR addresses traffic impacts consistent with vehicle miles traveled (VMT). Furthermore, the refined project does not change the allowed size or frequency of events at Exposition Park, and therefore would not in itself cause the existing traffic or congestion to increase.

The refined project includes access changes along Martin Luther King Jr. Boulevard that are expected to improve access from that street and thereby improve traffic circulation around the refined project. Parking access controls would be designed to accommodate traffic flows into and out of parking areas as required in Transportation Mitigation Measure 2 of the approved project.

The SEIR does not propose additional mitigation for parking access control, ingress and egress from parking structures, and increased traffic on weekends. As stated in Section 3.9, *Transportation*, seven mitigation measures apply to the approved project:

1. Facilitation of vehicle movement by implementing turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage;
2. Electronic ticketing replaced parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot backup;
3. Real time radio alerts and broadcasts;
4. Changeable Message Signs used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots;
5. Carpool incentive system to reduce the number of overall vehicle trips;
6. Alternate parking sites located away from the Coliseum; and
7. Existing turn prohibitions.

Section 3.9.3 has been revised under impact question (c) to clarify that these seven mitigation measures would continue to apply for the project (see Chapter 9). The transportation analysis found that impacts of the refined project would be less than significant; therefore, no new mitigation measures have been proposed.

Section 2.6, *Operations and Maintenance*, has been added to the Project Description to clarify that OEPM, in conjunction with the other museums and educational institutions, would develop and produce an operational plan if an increase of visitors were to occur due to the LMNA (a portion of the approved project) (see Chapter 9).

Response to Comment No. D2.4:

The NHMLAC's comment regarding continued collaboration with OEPM throughout the process is noted for the administrative record.

E. ORGANIZATIONS

E1 thru E22. LOS ANGELES FOOTBALL CLUB (LAFC) FAN ACTIVE SUPPORTERS

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Response to Comment No. E1.1 thru E22.1:

Comment Letters E1 thru E22 are identical. Therefore, a single response is provided.

Under the refined project, the Expo Festival Plaza—which includes Christmas Tree Lane and the adjacent streets—would be redesigned to accommodate and enhance the experience of all who visit Exposition Park, including the LAFC and USC fan supporters' community. Enhancements to Christmas Tree Lane would include a raising of the streets themselves to provide a continuous and accessible plaza space from the Banc of California Stadium, across Christmas Tree Lane, to the L.A. Memorial Coliseum, and to the existing parking structure and adjacent museums. This revised plaza space would provide additional space for pedestrian circulation and the pregame picnicking and celebrations, as well as other passive recreation activities. Additional shade trees would be provided to improve users' comfort. The proposed pathways that would bisect Christmas Tree Lane, in concept, would facilitate the movement of visitors across the space and, being at the same level as the rest of the plaza, would not impede any aspect of the fan fest or passive recreation experience. Section 2.4.2, *Element 2 – Expo Festival Plaza*, of Chapter 2, *Project Description*, has been clarified regarding Christmas Tree Lane open space and bisecting paths and connectivity (see Chapter 9). Christmas Tree Lane open space would facilitate pedestrian circulation and provide active and passive recreational and open space for activities including pregame picnicking, celebrations, and activities related to the LAFC and USC fan supporters' community.

In addition to this improved space for pre-event celebrations, the Master Plan represents an expansion of available open space overall. It features a new green space atop the proposed subterranean parking garage south of the Banc of California Stadium. Festival Park and Promenade, as this new green space is called in the Master Plan, would open a new area for pre-event festivities such as picnicking and other celebrations, that is nonexistent at present.

Pedestrian paths and outdoor spaces have been designed to accommodate and enhance pedestrian circulation and access throughout Exposition Park. No existing pedestrian pathways would be eliminated under the refined project. Clarification of pedestrian circulation and safety improvements has been added to Section 2.4, *Project Characteristics* (see Chapter 9).

Response to Comment No. E1.2 thru E22.2:

Comment Letters E1.1 thru E2.22 are identical. Therefore, a single response is provided.

It is important to note that the refined project is intended to serve as a conceptual guide for the long-term development of Exposition Park. It does not include detailed design of any proposed facilities.

OEPM thanks LAFC for the suggestion of a futsal court. Availability of funding would be a key factor in moving Exposition Park's Element 4 features into the design development stage. The suggestion of a futsal court has been noted and will be considered by OEPM during the refinement of the design development stage along with funding availability.

E23. NORTH AREA NEIGHBORHOOD DEVELOPMENT COUNCIL (NANDC)

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Response to Comment No. E23.1:

Thank you for NANDC's participation in the April 29, 2020, virtual public meeting. A record of verbal comments and responses is provided under Section G, *Oral Comments Received during April 29, 2020, Public Meeting*, below.

Response to Comment No. E23.2:

The comment summarizes points raised in the letter. See response to comment nos. E24.3 thru E24.8.

Response to Comment No. E23.3:

As discussed in Section 3.9, *Transportation*, of the SEIR, SB 743 was signed into law in September 2013, requiring the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. Nonetheless, the comment's concern that the modification to Bill Robertson Lane reduces traffic capacity is unfounded, as Bill Robertson Lane only provides one travel lane in each direction in its existing configuration and would continue to provide one lane in each direction under the refined project. Clarification language has been added to Section 2.3, *Environmental Setting*, and Section 2.4.5, *Element 5 – Bill Robertson Lane*, to describe the three existing lanes (northbound, southbound, and continuous left-turn) that would be improved by the refined project, without proposed lane removal (see Chapter 9).

Response to Comment No. E23.4:

As it relates to Christmas Tree Lane, the Draft SEIR acknowledged in Section 3.3, *Cultural Resources*, the historic importance of Christmas Tree Lane including an itemization of character-defining features of this historical resources in order to properly assess whether the design concept could result in a substantial adverse change to this historical resource. While the proposed addition of wayfinding banners will not alter the viewshed of Christmas Tree Lane due to size and placement, the banners can easily be removed at a future date which would not create a permanent visual impact to the viewshed of this historical resource. Shade tree species will be selected and sited in such a manner to have minimal impact on the viewshed of this historical resource. Additionally, much like the wayfinding banners will be removable, the shade trees will naturally go through a senescence cycle which will also ultimately result in the removal of the shade trees thereby restoring the viewshed of Christmas Tree Lane.

It is important to note that the refined project is intended to serve as a conceptual guide for the long-term development of Exposition Park. It does not include detailed design of any proposed facilities, including the solar park.

As the Exposition Park Rose Garden is owned and operated by the City, this historical resource is outside the jurisdiction of OEPM and the Master Plan would not involve any physical change to the Rose Garden. There would be sufficient space between the Exposition Park Rose Garden and Exposition Boulevard (this width is approximately 125 feet) to accommodate both the cycle track and pedestrians without affecting the Rose Garden. Therefore, Element 1 would not impact historical resources such as the Rose Garden. As stated in Section 3.1.3, *Impacts*, Element 1 would not obstruct vistas of the historic Rose Garden because the views would be maintained.

The cycle tracks, like all other refined project elements, would be designed at a later date with input from affected stakeholders, including LA Metro. OEPM is committed to continuing this dialogue through final design and implementation of those Master Plan improvements approved by the Board of Directors for Exposition Park and the California Science Center. Clarification was added to Section 3.9.3 for impact analysis question (c), and the additional review by affected stakeholders and LA Metro has been described in Chapter 2, *Project Description* (see Chapter 9). Figure 2.4.1-1, *Proposed Master Plan Element 1 – Threshold and Gateway*, has been clarified to show that cyclists would have to dismount and walk their bikes in front of the Annenberg Building and along Kinsey Drive (see Chapter 9). Section 2.4-1, *Element 4 – Festival Park and Community Promenade*, has been clarified accordingly (see Chapter 9).

Response to Comment No. E23.5:

This comment is related to the impact of the refined project on housing. As stated in Section 3.8, *Population and Housing*, there are no existing people or housing within Exposition Park. There is adequate existing housing in the surrounding community considering that the refined project area is surrounded by zoning applicable to residential development. In addition, the residential units that surround Exposition Park are administered by the City of Los Angeles pursuant to the South Los Angeles Community Specific Plan. Purchasing residential units or requiring rent control on lands in the City of Los Angeles is beyond the regulatory authority of OEPM. There are no existing housing units within Exposition Park; nor is there any allocation for construction of future housing within Exposition Park. The refined project would involve improvements to an existing park, expanding the area available for recreational use by approximately 14.2 acres by shifting surface parking underground.

As stated in Section 3.8.3 for question (b), rental housing costs within the City have fluctuated with the general economic trends over the last 20 years. As specified in Section 15131 of the CEQA guidelines, economic or social effects of a project shall not be treated as significant effects on the environment.

Response to Comment No. E23.6:

Section 4.3, *Effects Found Not to Be Significant*, in Chapter 4, *Other CEQA Considerations*, has been revised to clarify that the Construction of Element 4 – Festival Park and Community Promenade would result in demolition and replacement of three existing surface parking lots with an underground parking garage and top deck Festival Park and Community Promenade area (see Chapter 9). This conversion would result in a change from automobile noise as a result of ingress, egress, and parking, to noise related to social gathering, walking, talking, and children playing. The refined project does not include an entertainment or event space element. No elements of the refined project would result in an expansion or addition of entertainment venue events, games, or activities and, thus, would not result in new or more significant impacts in relation to noise over existing ambient levels.

Response to Comment No. E23.7:

The refined project would not change the parking for EXPO Center (immediately west of the proposed underground parking structure), which is under the City's jurisdiction and beyond the scope of the refined project.

As stated in the Chapter 2, *Project Description*, OEPM operates four parking lots at Exposition Park: Parking Lots 4,5, and 6, and the Visitor Parking Structure.¹⁶ These four parking facilities are subject to the following parking rates as of September 2020:

- Monday-Sunday, 9 a.m.–5 p.m.: \$12–\$30
- After 5 p.m.: \$15–\$30
- Special Events: varies by event (oversized vehicles have a special rate)

Please refer to the Exposition Park website for parking information updates, including information regarding OEPM's existing USC and Rams Game Day Parking Guidelines, which would be updated to reflect the revised parking configuration. The refined project would continue to charge parking fees for OEPM parking facilities. Clarification language has been added to Section 2.6, *Operation and Maintenance*, indicating that both the parking fees and guidelines would continue under the refined project and be updated to reflect updated conditions (see Chapter 9). The comment regarding the cost of the underground parking structure is noted for the administrative record.

Response to Comment No. E23.8:

The Hazards and Hazardous Materials mitigation measures (**HAZ-1 and HAZ-2**) identified in the Executive Summary and Section 3.7, *Hazards and Hazardous Materials*, address these concerns regarding contaminated soils.

Response to Comment No. E23.9:

The comment regarding NANDC's offer to meet with OEPM is noted. The comment does not present issues regarding the adequacy of the environmental impact analysis.

¹⁶ Exposition Park, California. Accessed August 4, 2020. *Parking Information*. Available at: <http://expositionpark.ca.gov/parking/#:~:text=Exposition%20Park%20is%20located%20at,of%20Martin%20Luther%20King%20Jr.>

F. PRIVATE INDIVIDUALS

F1. WES JOE

532-1/2 W. 48th St.
Los Angeles, CA 90037
wesjoe8@gmail.com

Response to Comment No. F1:

Thank you for your participation in the April 29, 2020, virtual public meeting and follow-up comment letter. CEQA does not require public meetings during the public review period for an EIR; it is a practice intended to provide additional opportunities for public comment beyond email and letters. CEQA Section 15087 requires that notice shall be mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing, and shall also be given by at least one of the following procedures:

1. Publication at least one time by the public agency in a newspaper of general circulation in the area affected by the proposed project.
2. Posting of notice by the public agency on and off the site in the area where the project is to be located.
3. Direct mailing to the owners and occupants of property contiguous to the parcel or on parcels on which the project is located. Owners of such property shall be identified as shown on the latest equalization assessment roll.

The public scoping meeting for the proposed project was publicized in the NOA via newspaper posting in the *Los Angeles Sentinel* and *La Opinión*, posted on-site at Exposition Park, online at the Exposition Park Together Website¹⁷ and Exposition Park website,¹⁸ and through Eblasts sent on April 15 and April 16, 2020, to a Master Plan distribution list established from fall 2017 through the Initial Study scoping period in January 2020. Copies of the Draft SEIR were made available online via the Exposition Park Together Website for the 45-day public review period.¹⁹ A total of 76 verbal comments were recorded during the April 29, 2020, meeting.

Response to Comment No. F1.2:

The SEIR acknowledges that the area is park-poor and largely low-income. Appendix II, *Initial Study*, Section 3.16, *Recreation* states that “South Los Angeles is a park-poor community in comparison to the rest of the City at 2 percent of Open Space use (161 acres) of the total land use distribution.” As stated in Section 2.4.4, *Element 4 - Festival Park and Community Promenade*, of Chapter 2, *Project Description*, Element 4 would replace three paid surface parking lots with surface-level open space and recreation resources in the southern portion of the park that would be free for public use. Section

¹⁷ Exposition Park Together. Accessed July 24, 2020. *The Draft SEIR Period for the Exposition Park Master Plan Has Begun!* Available at: <https://www.expositionparktogether.org/the-draft-seir-period-for-the-exposition-park-master-plan-has-begun>

¹⁸ Office of Exposition Park Management. April 17, 2020. *Notice of Availability*. Available at: http://expositionpark.ca.gov/wp-content/uploads/2020/04/Exposition-Park-Master-Plan_NOA_Subsequent-EIR.pdf Main website: <http://expositionpark.ca.gov/Public-Notices/>

¹⁹ Exposition Park Together. Accessed July 24, 2020. *The Draft SEIR Period for the Exposition Park Master Plan Has Begun!* Available at: <https://www.expositionparktogether.org/the-draft-seir-period-for-the-exposition-park-master-plan-has-begun>

2.4.4, *Element 4 – Festival Park and Community Promenade*, has been revised to clarify that open space would increase by over 14.2 acres of recreational and open space for park users and the surrounding community.

Response to Comment No. F1.3:

As stated in Section 2.2, *Project Background and Objectives*, of the SEIR, one of the overarching goals of the Master Plan is to connect the disparate portions of Exposition Park with cycle tracks within the northern, eastern, and southern edges of the park and enhanced ADA-compliant pedestrian access through the park. These two features would facilitate access to transit from the southern edge of the park, which contains one bus stop along MLK Jr. Blvd, to the 10 bus stops along Vermont Avenue, Exposition Boulevard, and Figueroa Street and the two Metro E Line stations along Exposition Boulevard.

As stated in Section 2.4.4, *Element 4 – Festival Park and Community Promenade*, Element 4 would replace three paid surface parking lots with a 14.2-acre surface-level open space area and recreation resources in the southern portion of the park.

Response to Comment No. F1.4:

Section 2.4.4 describes the following proposed features for the public recreation resources above the underground parking structure: an expansive lawn area, iconic viewing structure, children's playground, skateboard park, a community promenade, seating areas, and restrooms.

The Olympics are beyond the scope of the refined project. As stated in Section 15272 of the State CEQA Guidelines, Olympic Games are statutorily exempt from CEQA. Specifically, CEQA does not apply to activities or approvals necessary to the bidding for, hosting or staging of, and funding or carrying out of, Olympic Games under the authority of the International Olympic Committee, except for the construction of facilities necessary for such Olympic Games. Section 2.4.4, *Element 4 – Festival Park and Community Promenade*, describes the Element 4 Festival Park and Community Promenade based on its proposed physical change on the environment consistent with the requirements of CEQA. Clarification has been added to this section of Chapter 2, *Project Description*, to further describe the recreation and open space use for Element 4 (see Chapter 9).

G. ORAL COMMENTS RECEIVED DURING APRIL 29, 2020, PUBLIC MEETING

OEPM has identified a total of 75 comments expressed during the public meeting on April 29, 2020. These comments are indicated by brackets and numbers in the meeting transcript in Appendix V. The comments were answered verbally by OEPM and its consultants during the meeting, and the responses are included in the meeting transcript.

CHAPTER 9

CLARIFICATIONS AND REVISIONS TO THE DRAFT SEIR

9.1 INTRODUCTION

Chapter 9 consists of clarifications and revisions to the Draft SEIR that have resulted from responses to comments received from agencies and the public. All clarifications and revisions to the Draft SEIR were made to increase the understanding of the SEIR. These changes are minor and do not change the findings or conclusions of the SEIR. The Draft SEIR was released for a public review period between April 17, 2020, and June 1, 2020. The review period met the CEQA-required 45-day minimum review period. OEPM received letters of comment on the Draft SEIR from agencies and letters of comments and oral comments during the public meeting from private organizations and interested parties.

The clarifications and revisions presented in this section provide information that is not required as a result of the following: new significant environmental impacts; substantial increases in the severity of the environmental impacts that have been proposed; the presentation of new, considerably different, and feasible alternatives or mitigation measures that would lessen the environmental impacts and were not adopted by the applicant; or the inadequacy of the Draft SEIR. The updates presented in this section are consistent with the findings as presented in the SEIR and/or are minor. In accordance with Section 15088.5 of the State CEQA Guidelines, recirculation of the EIR document is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The revisions are organized by section and page number as they appear in the Draft SEIR. Text deleted from the Draft SEIR is shown in ~~strike through~~, and new text is underlined.

9.2 CLARIFICATIONS AND REVISIONS

Executive Summary

Mitigation Measure AESTHETICS-1 has been revised. This change applies also to Section 3.1, *Aesthetics*:

Mitigation Measure AESTHETICS-1: To mitigate potential impacts on aesthetics, including scenic vistas and visual character or quality for the four elements of the refined project that contain historic character-defining features within Exposition Park (Elements 1 [Threshold & Gateway], 2 [Expo Festival Park], 6 [Museum Walk], and 9 [Olympic Ring Walk]), design review by the State Architect (for Elements 1, 2, 6, and 9) and the City of Los Angeles Director of City Planning (for Element 9) shall be required for projects proposed under Elements 1, 2, 6, and 9 for verification of character-defining feature preservation in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Property: Rehabilitation* (36 CFR 67). The design review application shall contain relevant information to characterize the project for consistency with the Secretary of the Interior's *Standards for the Treatment of Historic Properties: Rehabilitation*, including a narrative describing how the integrity of the character-defining features ~~will~~ shall be preserved. The design review application shall demonstrate the manner in which the project maintains a historic viewshed and/or historic visual character.

Mitigation Measure TRIBAL-1 has been revised. This change applies also to Section 3.10, *Tribal Cultural Resources*:

Mitigation Measure TRIBAL-1: Tribal Cultural Resources – Avoidance and Monitoring. Prior to the initiation of ground-disturbing activities, OEPM shall review the construction plans to ensure that any known Tribal cultural resources that are required to be avoided have been marked as “off-limits” areas for construction and construction staging. OEPM shall require monitoring of all ground disturbing activities by a qualified Native American monitor^{1,2} consistent with Native American Heritage Commission Guidelines for Native American Monitors/Consultants³ within 60 feet of a known Tribal cultural resource. Ground-disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching. In addition, consultation shall be undertaken with the Native American local Tribal contacts designated by the Native American Heritage Commission to determine if a Native American monitor shall be present during all or a portion of the ground-disturbing activities within additional areas that are sensitive for Tribal Resources. Where on-site monitoring is required, the monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal representatives and monitor have indicated that the site has a low potential for impacting Tribal cultural resources.

In the event that previously unknown tribal cultural or archaeological resources are encountered during construction, construction activities shall cease in the immediate vicinity of the find until the find can be assessed by the qualified Tribal monitor. If the resources are Native American in origin, the Native American local Tribal contacts designated by the Native American Heritage Commission shall coordinate with OEPM regarding treatment and curation of these resources. The resources shall either be left *in situ* and avoided through redesign in accordance with Public Resources Code Section 21083.2(b), or the resources shall be salvaged, recorded, and repositied at the Natural History Museum of Los Angeles County (NHM) or other repository consistent with the provisions of a Phase III data recovery program and the provisions of a Cultural Resource Management Plan.⁴ The Cultural Resource Management Plan shall include further consultation with the Tribe. Data recovery is not required by law or regulation. It is, though, the most commonly recognized measure to mitigate adverse effects to cultural resources eligible or listed under Section 106 Criterion D/CRHR Criterion 4, and to preserve artifacts for future generations, as it preserves important information that shall otherwise be lost.

Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place, in accordance with CEQA Guidelines Section 16064.5(f). The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064(f) for historical resources.

¹ Per the Native American Graves Protection and Repatriation Act (NAGPRA; Public Law – 101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048), all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area. 101st Congress. November 16, 1990. 1048 Stat 3048. Available at: <https://uscode.house.gov/statutes/pl/101/601.pdf>

² Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites

in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

³ Native American Heritage Commission (NAHC). Approved September 13, 2005. *NAHC Guidelines for Native American Monitors/Consultants (approved 9/13/05)*. Available at: https://scahome.org/about_sca/NAPC_Sourcebook/718_pdfsam_Sourcebook%20SCA%2010.2005%20fifth%20edition.pdf

⁴ It is standard procedure to list the NHM as a receptacle for cultural resources. There is a curation fee associated, and a curation agreement must be established, but that is between the firm/individual performing the monitoring and the NHM.

Mitigation Measure TRIBAL-2 has been revised. This change applies also to Section 3.10, *Tribal Cultural Resources*:

Mitigation Measure TRIBAL-2: Regulatory Requirements – Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. The Tribal and/or archaeological monitor shall then notify the Tribe, the qualified lead archaeologist, and the construction manager. The discovery shall otherwise be kept confidential and secure to prevent any further disturbance. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within ~~400~~ 150 feet, or greater as determined by a qualified archaeologist, shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

If the County Coroner determines that the remains are or are believed to be Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be notified within 24 hours of the determination. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC shall immediately notify the person(s) it believes to be the most likely descendant (MLD) of the deceased Native American. The descendants shall complete their inspection and make a recommendation within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the OEPM, the disposition of the human remains. The MLD's recommendation shall be followed if feasible and may include scientific removal and nondestructive analysis of the human remains and any items associated with Native American burials. If OEPM rejects the MLD's recommendations, the agency shall rebury the remains with appropriate dignity on the property within a time frame agreed upon between OEPM and the MLD's in a location that shall not be subject to further subsurface disturbance (14 California Code of Regulations §15064.5(e)). There shall be no publicity regarding any Tribal cultural materials recovered.

Chapter 1. Introduction

Figure 1.1.1-1, *Property Owners and Operators at Exposition Park*, has been revised to show that Soboroff Field is on State-owned land that is leased to the City of Los Angeles.

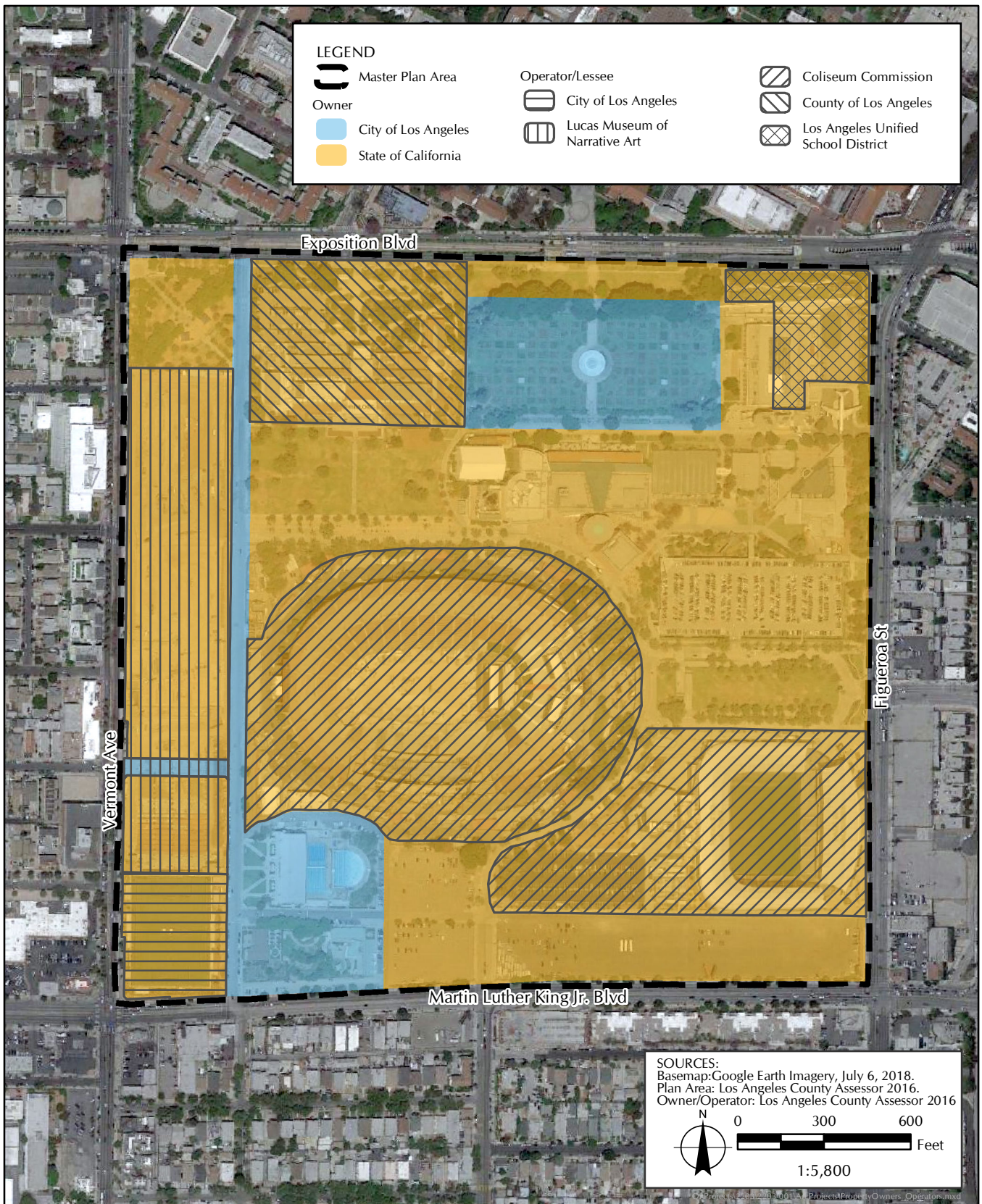


FIGURE 1.1.1-1
 Property Owners and Operators at Exposition Park

Page 1-12 has been revised under Section 1.4, *CEQA Process*, to provide a narrative about the scoping process for the refined project, including release dates of the Notice of Preparation (NOP) and Initial Study:

OEPM issued a Notice of Preparation (NOP) for an SEIR for the refined project. In accordance with §15082 of the State CEQA Guidelines, OEPM prepared the NOP to provide Responsible Agencies and other interested parties with information describing the refined project and to identify its potential environmental effects pursuant to State requirements. The 30-day scoping period started on January 22, 2020, and closed on February 21, 2020.

The NOP and Initial Study were available for review at Exposition Park, online, and at three area libraries:

Exposition Park
Wallis Annenberg Building
1st Floor (basement level) Suite
700 Exposition Park Drive
Los Angeles, CA 90037
Open to the Public Monday through Friday, 9 a.m.–5 p.m.

Online:

<http://expositionpark.ca.gov/Public-Notices/>
www.expositionparktogether.org

Exposition Park – Dr. Mary McLeod Bethune Regional Library
3900 S. Western Ave
Los Angeles, CA 90062
Phone: 323-290-3113
Open Mon: 10–8, Tue: 10–8, Wed: 10–8, Thu: 10–8, Fri: 9:30–5:30
Sat: 9:30–5:30, Sun: 1–5

Vermont Square Branch Library
1201 W. 48th. Street
Los Angeles, CA 90037
Phone: 323-290-7405
Open Mon: 10–8, Tue: 12–8, Wed: 10–8, Thu: 12–8, Fri: 9:30–5:30
Sat: 9:30–5:30, Sun: Closed

Junipero Serra Branch Library
4607 S. Main Street
Los Angeles, CA 90037
Phone: 323-234-1685
Open Mon: 10–8, Tue: 12–8, Wed: 10–8, Thu: 12–8, Fri: 9:30–5:30
Sat: 9:30–5:30, Sun: Closed

OEPM hosted an in-person public scoping meeting to review the various project elements and solicit information in relation to the environmental analysis of the refined project. The scoping meeting was conducted from 6:00 pm to 8:00 pm on Tuesday, February 4, 2020:

Administration East Building
Conference Room
Exposition Park
700 Exposition Park Drive
Los Angeles, CA 90037

Four written comments were provided on comment cards during the meeting. A total of 136 verbal comments were recorded (Table 1.4-1, *Number of Comments Received by Environmental Issue Area*).

TABLE 1.4-1
NUMBER OF COMMENTS RECEIVED BY ENVIRONMENTAL ISSUE AREA

<u>Environmental Issue Area</u>	<u>Total Number of Comments Received</u>
Project Description	73
Aesthetics	3
Air Quality	6
Biological Resources	3
Hazards and Hazardous Materials	1
Noise	12
Public Services	4
Recreation	8
Transportation	18
Utilities and Service Systems	2
Other Comments (CEQA process questions, concerns about existing conditions not directly related to Master Plan)	6
Total	136

In response to the NOP, OEPM received one letter of comment from a public agency, the County of Los Angeles Metropolitan Transportation Authority (LA Metro), and 11 additional letters of comment from parties that self-identified as a community member, affiliated with a community organization, or provided no affiliation. The NOP, the Initial Study, and all written and verbal comments provided in response to the NOP, during the scoping period, were included in Appendix A to the Draft SEIR.

Chapter 2. Project Description

Page 2-1 has been revised to change the number of venues from seven to eight, separating the EXPO Center from the Rose Garden. This revision applies throughout the SEIR:

The refined project addresses 27 percent (40.6 acres) of the 152-acre Exposition Park, including landscaped; hardscape; and pedestrian, cycling, and vehicular circulation infrastructure that surrounds the ~~seven~~ eight major venues:

- California African American Museum
- California Science Center
- EXPO Center & ~~Rose Garden~~
- Exposition Park Rose Garden
- Banc of California Stadium

- Los Angeles Memorial Coliseum
- Natural History Museum of Los Angeles County
- Lucas Museum of Narrative Art

Page 2-3 has been revised:

- EXPO Center ~~& Rose Garden~~, owned and operated by the City of Los Angeles Department of Recreation and Parks, including the following:
 - The Roy A. Anderson Recreation Center
 - The Ahmanson Senior Center
 - The LA84 Foundation/John C. Argue Swim Stadium
 - The Ralph M. Parsons Pre-School
 - EXPO/CSU Urban Mini Farm
 - The W.M. Keck Amphitheater
 - The Front Lawn; Private Boardwalk; and all other trees, lawns and flowers within the property line of the EXPO Center ~~& Rose Garden~~

Page 2-4: Figure 2.3-1, *Public Transit in Project Vicinity*, has been revised to provide further detail regarding bus stops. These changes are described in the revisions to Chapter 2, *Project Description*, and Section 3.9, *Transportation*.

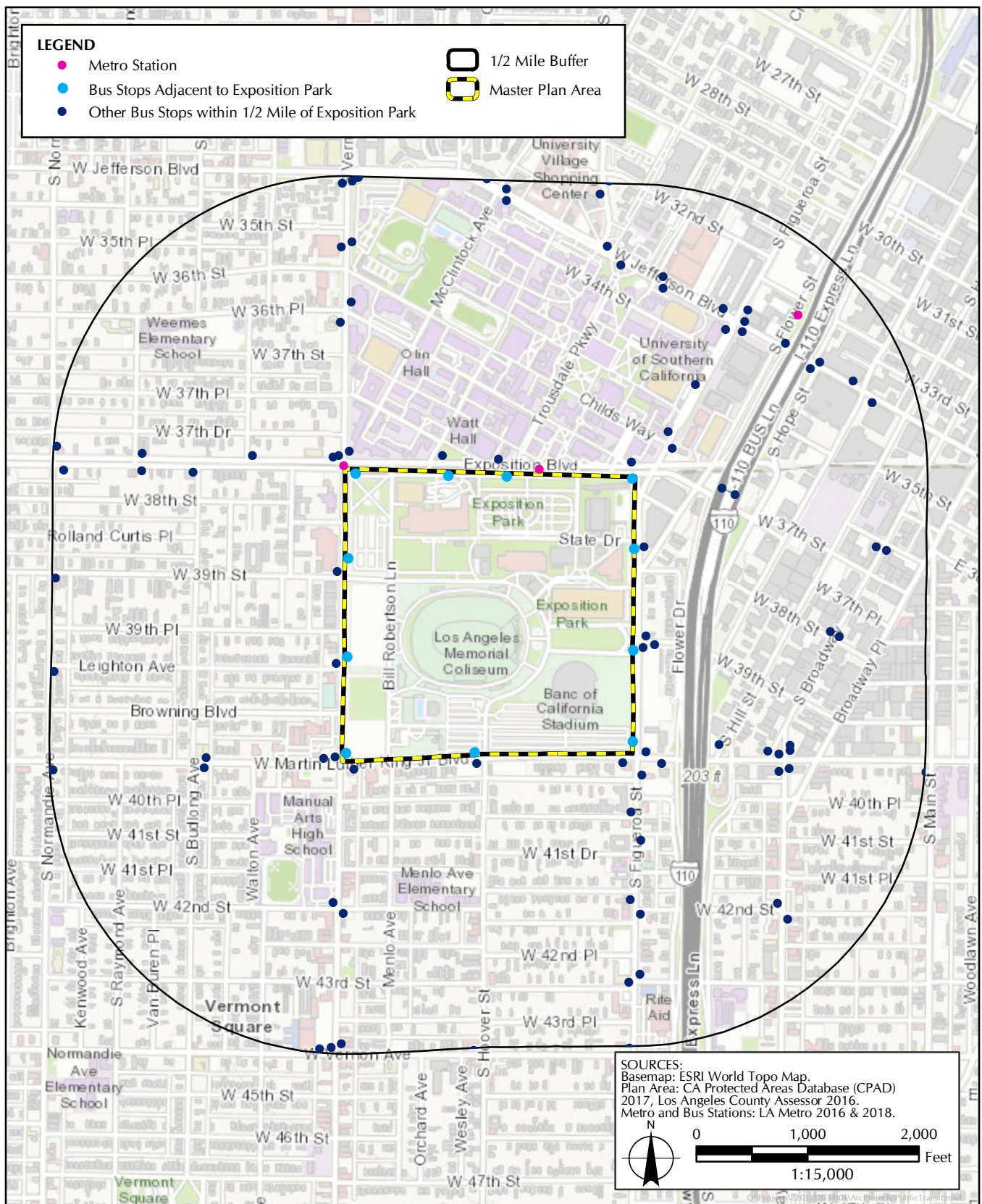


FIGURE 2.3-1
 Public Transit in Project Vicinity

Page 2-5 has been revised:

Exposition Park includes both not-for-profit and for-profit venues. The open space areas, such as the Exposition Park Rose Garden with its historic roses and symmetrical grounds, are open to the public from dawn to dusk at no charge to the public.

Other Exposition Park facilities include ~~eight seven~~ major venues: CAAM, CSC, EXPO Center & ~~Rose Garden~~, Exposition Park Rose Garden, NHM, BoCS, the Coliseum, and the LMNA. Four of the venues have varying but modest admission fees, including the museums and centers. The CAAM venue provides an enriching experience on African American history, culture, and art through its exhibits, lectures, workshops, and events that are open to the public and aimed at all age groups. The CSC provides regular admission at minimal charge to the public as well as a variety of membership options while providing varying educational exhibits, science school, and programs to help stimulate curiosity and inspire science learning. The EXPO Center & ~~Rose Garden~~, due to its range of joint facilities, provides varying programs, memberships and event options to patrons of all age groups such as recreational, health and fitness, aquatic and league sports, camps, education, senior programs plus more. The NHM provides a variety of programs, resources, exhibits, tours, shows and collections for patrons of all ages with the museum experience at regular admission or through a range of membership options. The Exposition Park Rose Garden, as noted above, is open to the public at no charge, although fees and permits are required for special events.

Page 2-6 has been revised:

Exposition Park is a developed urban park and center used by the community and others. The park is primarily surrounded by residential land use and home to a number of cultural, educational, and recreational venues. Some of those venues include museums, schools, sports and entertainment centers, open space, and gardens. The museums include the NHM, CAAM, CSC, and soon the LMNA. In addition to the museums and the educational role they play, there is also the Dr. Theodore T. Alexander Jr. Science Center School at the Exposition Park grounds. Sports and entertainment venues include the BoCS, EXPO Center & ~~Rose Garden~~, and the Coliseum.

Page 2-8 has been revised under **Transit Access** and to include a new subsection, **Cyclist Access**:

Transit Access

Exposition Park is located within an HQTa in an urbanized location and is in close proximity to high-density urban development.²⁴ The Metro E Line is located immediately north of Exposition Park, including the Expo Park/USC Station and Expo Park/Vermont Station (Figure 2.3-1; Figure 2.3-2, Master Plan Area – Existing Conditions). ~~Exposition Park is also well served by 13 bus lines operated by LA Metro and the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle. There are 95 bus stops and 3 LA Metro E Line light rail stops within a half mile radius of Exposition Park. There is an existing light rail transit network that provides significant transportation infrastructure to accommodate Exposition Park, including two Metro E Line light rail stations at the northern border of the park on Exposition Park Blvd.²⁵ There is also a station of the Silver Line (bus rapid transit [BRT] running in the high occupancy vehicle [HOV] lanes of the I 110) within two blocks of the park, and LA Metro is currently planning a new BRT line that will run along Vermont Avenue.~~

Exposition Park is also well served by 13 bus lines operated by LA Metro and the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle. Of these, LA Metro operates seven bus lines and LADOT operates two DASH bus lines around the perimeter of Exposition Park:²⁵

1. Metro Line 40 operates on West MLK Jr. Blvd. and services two bus stops adjacent to Exposition Park located at Vermont/MLK Jr. Blvd. and MLK Jr. Blvd/Hoover Street.
2. Metro Line 81 operates on Figueroa St. with three bus stops located at Figueroa/State Drive, Figueroa/39th, and Figueroa/MLK Jr. Blvd.
3. Metro Line 102 operates on Exposition Blvd. and services three bus stops located at Exposition/Vermont, Exposition/Watt, and Exposition/Trousdale.
4. Metro Line 200 operates on Figueroa Street with two bus stops located at Figueroa/39th Street and Figueroa/MLK Jr. Blvd.²⁶
5. Metro Line 204 operates on Vermont Ave., and services four bus stops located at Vermont/MLK Jr. Blvd., Vermont/Leighton, Vermont/39th and Vermont/Exposition.
6. Metro Line 550 operates along Exposition Blvd. and Figueroa Street and services five stops located at Exposition/Vermont, Exposition/Watt Way, Exposition/Trousdale Parkway, Exposition/Figueroa, and Figueroa/State Drive.²⁷
7. Metro Rapid Line 754 operates along Vermont Ave., and services two bus stops located at Vermont/Exposition and Vermont/MLK Jr. Blvd.
8. DASH Line F operates along Exposition Blvd. and services three bus stops located at Exposition/Vermont, Exposition/Watt Way, and Exposition/Trousdale Parkway.
9. DASH Southeast operates along Figueroa Drive and services one bus stop at Figueroa/MLK Jr. Blvd.

There are 95 bus stops and 3 LA Metro E Line light rail stops within a half-mile radius of Exposition Park. There are 11 LA Metro bus stops adjacent to Exposition Park at multiple locations:²⁸

- Figueroa Street and State Drive
- Figueroa Street and 39th Street / Exposition Park Drive
- Figueroa Street and Martin Luther King Jr. Boulevard
- Martin Luther King Jr. Boulevard and Hoover Street
- Vermont Avenue and Martin Luther King Jr. Boulevard
- Vermont Avenue and Leighton Avenue
- Vermont Avenue and 39th Street
- Exposition Boulevard and Vermont Avenue
- Exposition Boulevard and Watt Way
- Exposition Boulevard and Trousdale Parkway
- Exposition Boulevard and Figueroa Street

There is an existing light rail transit network that includes two Metro E Line light rail stations at the northern border of the park on Exposition Park Blvd.²⁹ There is also a station of the Silver Line (bus rapid transit [BRT] running in the high-occupancy vehicle [HOV] lanes of the I-110) within two blocks of the park, and LA Metro is currently planning a new BRT line that would run along Vermont Avenue (see Related Project 7 in Section 2.7, *Cumulative Related Projects*, below).

Cyclist Access

The CSC provides bicycle racks with a 15-bicycle capacity at Exposition Park.³⁰ Each of the two underground parking structures for the LMNA (under construction) will include secured indoor bicycle parking, with outdoor bicycle racks around the perimeter of the museum site.^{31,32}

²⁵ Los Angeles County Metropolitan Transportation Authority. February 21, 2020. Exposition Park Master Plan SEIR Comment Letter (included in Appendix V, *Public Comments on Draft SEIR*).

²⁶ Los Angeles County Metropolitan Transportation Authority. Accessed August 5, 2020. *Route Map (200)*. Available at: <https://media.metro.net/documents/ace3895d-d897-4cf7-a07b-91802c886255.pdf>

²⁷ Los Angeles County Metropolitan Transportation Authority. Accessed August 5, 2020. *Route Map (5500)*. Available at: <https://media.metro.net/documents/7e00d067-4806-472f-9243-778e86b2af02.pdf>

²⁸ Los Angeles County Metropolitan Transportation Authority. February 21, 2020. Exposition Park Master Plan SEIR Comment Letter (see Appendix V to the SEIR).

²⁹ Los Angeles County Metropolitan Transportation Authority. August 24, 2019. Metro E Line (Expo) Route Map. <https://www.metro.net/riding/maps/>

³⁰ California Science Center. Accessed August 6, 2020. *Directions, Parking and Transportation*. Available at: <https://californiasciencecenter.org/visit/directions-parking-transportation>

³¹ Los Angeles Memorial Coliseum Commission. December 2016. Third Addendum to the Los Angeles Memorial Coliseum Renovation Project EIR. Prepared by Eyestone Environmental.

³² Stantec. May 11, 2017. *Lucas Museum of Narrative Art at Exposition Park: Site Entitlement Revisions*. Available at: https://clkrep.lacity.org/online/docs/2009/09-0905-s5_misc_5_05-30-2017.pdf

Page 2-8 has been revised under **Parking**:

Parking and Vehicular Access

There are six existing public parking lots/structures at Exposition Park: the NHM parking structure near the northwestern corner of the park (118 spaces); the Visitor Parking Structure on the eastern side of the park immediately south of CAAM (2,131 spaces); the LAFC Parking Lot south of the Coliseum; and surface parking Lots 4, 5, and 6 located south of the Coliseum and BoCS. The LAFC parking plus surface parking lots 4, 5, and 6 currently have 1,600 spaces; all four lots are used for BoCS events. Rideshare and drop off for the BoCS is currently provided in Lot 6.³³ Additionally, the LMNA will include two underground parking structures (the southern one has been completed and the northern one is still under construction). The LMNA southern parking structure accommodates 975 spaces, while the northern parking structure will accommodate 1,323 spaces.

According to the 1993 approved California Museum of Science and Industry Exposition Park Master Plan (1993 Plan), there were approximately 6,400 paved parking spaces in Exposition Park as well as 1,600 overflow parking spaces available on lawns and the Sports Arena Gardens, for a total of approximately 8,000 parking spaces.³⁴ In 1992, Exposition Park experienced an average of 2,000 occupied parking spaces on weekdays and up to 5,000 occupied parking spaces for a capacity crowd. The 1993 Plan determined that 6,400 paved spaces would support events with up to 25,000 people, well below the 25,000+ paved spaces that would be required to support capacity crowds in the Coliseum if all attendees arrived by vehicle, and recommended using available parking facilities at USC (6,500 spaces in 1992) and improved mass transportation through use of the light rail (Metro E Line).³⁵

Parking management for the four general Exposition Park lots (Visitor Parking Structure and Lots 4, 5, and 6) is currently provided by Everpark, Inc.³⁶ As indicated on Exposition Park's website, parking rates vary by time of day and standard versus oversized vehicles, with special event parking rates. For daily and museum parking, visitors (standard vehicles, oversized vehicles, and school/group buses) primarily enter Exposition Park at the intersection of 39th and Figueroa Street (Visitor Parking Structure). Additional parking lots (4, 5, and 6) can be accessed at the intersection of MLK Jr. Blvd. and South Hoover Street. All of Exposition Park's parking facilities are ADA accessible and contain ADA spaces. Electric vehicle (EV) charging is available in the Visitor Parking Structure and can be accessed on the north side of Level A and Level B.

Bill Robertson Lane

Bill Robertson Lane currently has a total of three traffic lanes: one designated northbound lane, one designated southbound lane, and one continuous left turn lane along the center of the street for left turns and loading/unloading deliveries. During construction of the LMNA, which is scheduled to be completed in 2022, portions of the southbound lane have been temporarily coned off for construction staging efforts.

Parking Lot Driveways

In addition to the network of public streets, private streets, and limited access streets located inside the park (Bill Robertson Lane, Coliseum Drive, Exposition Park Drive, South Park Drive, Coliseum Drive, State Drive, and Hoover Street) are four existing public parking driveways around the perimeter of the park for EXPO Center parking, Parking Lot 6, and LMNA southern parking structure on Figueroa Street, MLK Jr. Blvd., and Vermont Avenue. The entrances/exits for the NHM parking structure and both LMNA parking structures are located on Bill Robertson Lane; the southern LMNA parking structure has an additional entrance/exit on Vermont Avenue. The entrances/exits for the Visitor Parking Structure are on Coliseum/Exposition Park Drive, available from Figueroa Street or Hoover Street. The driveways for Parking Lot 6 are located on Figueroa Street, MLK Jr. Blvd., and Hoover Street. The driveways for Parking Lot 4, Parking Lot 5, and the LAFC parking are along Hoover Street. There is also one driveway along MLK Jr. Blvd for the EXPO Center parking that provides access to Parking Lots 4 and 5 from Park Drive.

Bus Drop Off/Pick Up

While patrons arrive via vehicles or public transit, there are other patrons arriving daily by way of group or school buses where the patrons are primarily children. Children are bused in from various schools throughout the Los Angeles Basin and beyond to visit, participate, and interact with various educational programs and exhibits that Expositions Park offers. The average number of buses throughout the year, ranges from 25 to 55 buses per day and peaking at 80 buses per day during the Winter and Spring holiday season.³⁷ School buses for groups visiting the CSC and CAAM park in the Visitor Parking Structure.^{38,39} The NHM has its own car park (structure), with the Visitor Parking Structure used for parking overflow.

Currently, Exposition Park has drop off and/or pick up areas along Exposition Park Drive, Bill Robertson Lane, as well as Figueroa Street at the northeast corner of the site and at the entrance of State Drive (both are primarily used for the Dr. Theodore T. Alexander Jr. Science Center School). Exposition Park currently accommodates 25 bus staging areas for drop

off/pickup along Exposition Park Drive and 20 bus staging areas along Bill Robertson Lane, for a total of 45 staging bus spaces designated for drop off/pick up. Current parking accommodations for school or group buses is located at existing surface parking lots 4, 5, and 6.

³⁴ Zimmer Gunsul Frasca Partnership. May 22, 1992. California Museum of Science and Industry Exposition Park Master Plan. Volume 1.

³⁵ University of Southern California. Accessed August 6, 2020. Parking. Available at: <https://www.lacoliseum.com/parking/>

³⁶ Office of Exposition Park Management. Accessed August 6, 2020. Parking Information. Available at: <http://expositionpark.ca.gov/parking/>

³⁷ Data from parking services contractor (contract with Office of Exposition Park Management).

³⁸ California Science Center. Accessed August 6, 2020. Directions, Parking and Transportation. Available at: <https://californiasciencecenter.org/visit/directions-parking-transportation>

³⁹ California African American Museum. Accessed August 6, 2020. Visit: Groups and Tours. Available at: <https://caamuseum.org/visit/tours>

Page 2-9 has been revised:

The refined project would retain the Exposition Park Rose Garden, Ahmanson Senior Center (formerly Exposition Club House), the Wallis Annenberg Building (formerly the State Armory Building), Los Angeles Swimming Stadium, and the Los Angeles Memorial Coliseum interior and surrounding berm (Figure 2.4-2, Exposition Park Master Plan Rendering). In essence, the refined project would provide and enhance connectivity and unity in twofold: 1) the linkage between the park's segments as well as 2) the linkage between the park and the surrounding community. It should also be noted that the design for the project elements is subject to refinement and only serves as a conceptual guide for the long-term development of Exposition Park. It does not include detailed design of any proposed facilities. Project Design Features are discussed later in Section 2.5.2, Project Design Features and Regulatory Compliance Measures.

Page 2-9: A new figure has been added. Figure 2.4-2, *Exposition Park Master Plan Rendering*, clarifies the design intent of the Master Plan by providing an overall context for the element-by-element descriptions in Chapter 2.



FIGURE 2.4-2
Exposition Park Master Plan Rendering

Page 2-10 has been revised under Section 2.4.1, *Element 1 – Threshold and Gateway*:

Element 1 would improve the pedestrian, vehicular, and cyclist entrance experience at Exposition Park with new wayfinding signage for welcoming visitors arriving via Metro light rail, bus (public, private or school), walking, bicycles, or vehicles from the north (Exposition Park Rose Garden); south (S. Hoover St. and Element 4 – Festival Park and Community Promenade); or east (Christmas Tree Lane and Element 2 – Expo Festival Plaza) (Figure 2.4.1-1, *Master Plan Element 1 – Threshold and Gateway*). The Threshold and Gateway enhancements would be installed along the existing perimeter of Exposition Park, including cycle tracks, ride share (drop off/pick up) areas, wayfinding, and improvements to the existing bike lane along Figueroa St. Improvements would occur within state park property and would not encroach into the streets surrounding Exposition Park. Light rail stations and public transit bus stop locations surrounding the Master Plan Area would remain. Improvements including planting such as trees and understory planting along the parkways shall be coordinated between OEPM, City of Los Angeles StreetsLA (previously Bureau of Street Services),⁴⁰ and LA Metro for abiding by jurisdictional standards along roadways including public transit stops for avoiding visibility conflicts with transit circulation. For instance, tree species to be planted in conjunction with all Master Plan Elements (Elements 1, 2, 4, 5, 6, 7, 8, and 9), except Element 3, and with some overlap between them, shall be evaluated in relation to design, clearances, standard, and maintenance to avoid visibility conflicts between motorized vehicle, cyclists, and pedestrians. Project Design Features for street trees are discussed later in Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*.

Element 1 would include:

1. Installation of a new protected cycle track along Exposition Blvd. between Vermont Ave. and Figueroa St. and along MLK Jr. Blvd. between Figueroa St. and Vermont Ave.
2. Conversion of the existing bike lane to a protected cycle track along Figueroa St. between Exposition Blvd. and MLK Jr. Blvd.
3. A proposed designated cyclist dismount/walk zone, indicated with signage, installation of a new bike lane along Kinsey Dr. from Exposition Blvd. to State Dr. (flanked by Exposition Park Rose Garden and Wallis Annenberg Building) and wrapping east on State Dr. towards Figueroa St., where cyclists would be directed to dismount and walk with their bicycles in front of the Wallis Annenberg Building along Kinsey Dr. to eliminate bicycle and pedestrian circulation conflicts.
4. Other improvements along the proposed cycle tracks and bike lanes including new canopy street trees, planting buffers (for protecting cyclists and for treating off-site stormwater), widening of sidewalks with enhanced paving, crosswalk markings, seating opportunities, wayfinding and gateway enhancements, plus ride share (drop off/pick up) areas at various locations throughout the site.

The cycle track would be 7 feet wide along three perimeter sides of Exposition Park (Exposition Blvd., Figueroa St., and MLK Jr. Blvd.), except at the following key locations (see Figure 2.4.1-1): Exposition Park Rose Garden Entry Plaza, where the cycle track would be a 16-foot wide shared use path for bicycles and pedestrians.

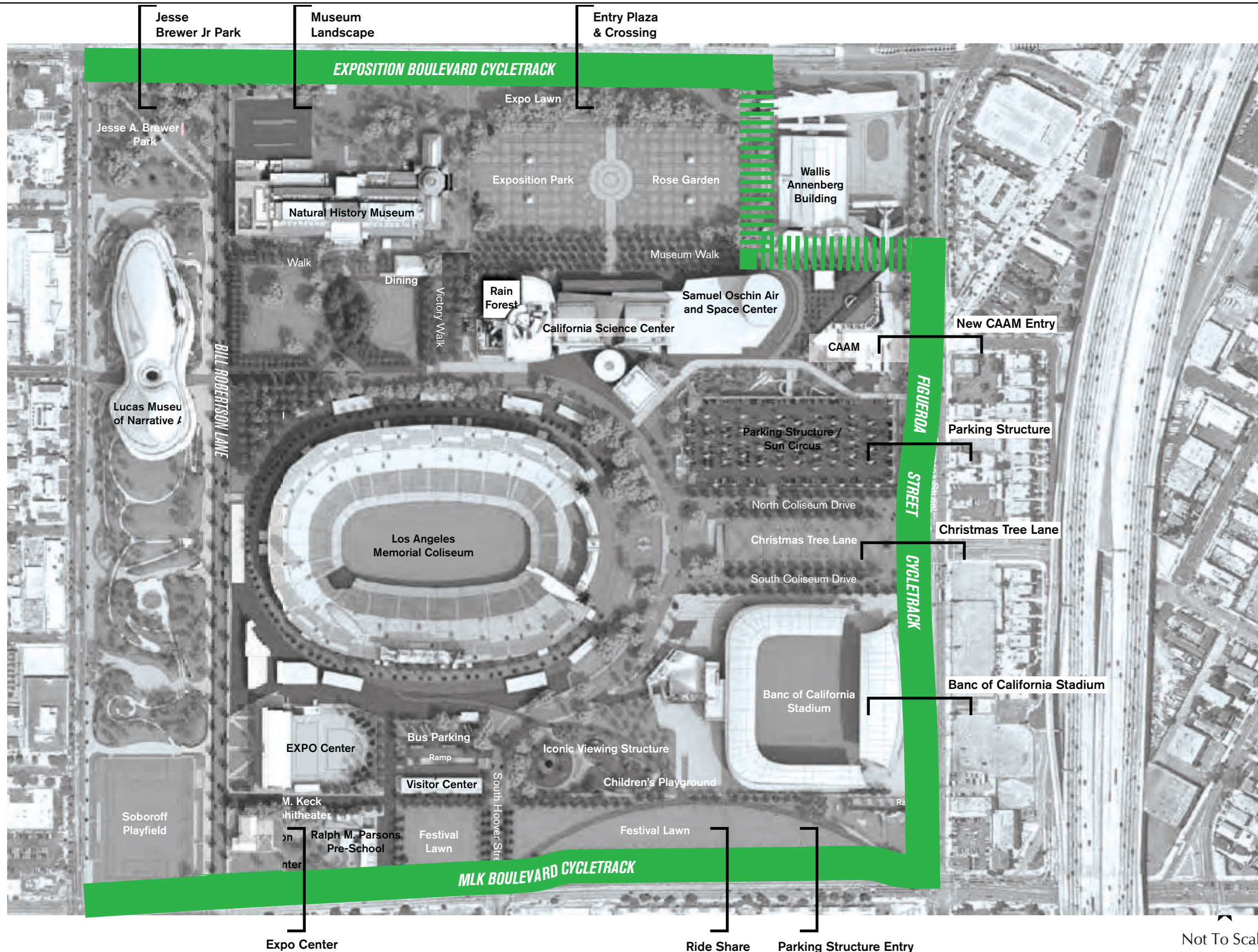
1. Where the cycle track and sidewalk meet the Exposition Boulevard pedestrian street crossing at Trousdale Parkway and the Metro Expo Park/USC Station (referred to as the Rose Garden Entry Plaza & Crossing in Figure 2.4.1-1), the cycle track would be

- a 16-foot-wide shared use path for bicycles and pedestrians and transition back to separate paths beyond the intersection.
2. Where the cycle track and sidewalk meet the entrance path to the Historic Entry area of the Rose Garden at Exposition Park, where the cycle track would be a 16-foot-wide shared use path for bicycles and pedestrians and transition back to separate paths beyond the intersection.
 3. Figueroa Street driveway/drop off at Kinsey Drive, the cycle track transitions onto Kinsey Drive and becomes a Designated Cyclist Dismount/Walk Zone with signage; existing path width would remain.
 4. Figueroa Street at State Drive, cycle track is a Designated Cyclist Dismount/Walk Zone with signage; existing path width would remain (improvements are shared with Element 6 – Museum Walk)
 5. MLK Jr. Blvd. at the underground parking structure entrances, where the cycle track would be a 19-foot-wide shared use path for bicycles and pedestrians and transition back to separate paths past S. Hoover St.

The planted buffers, for cyclist protection and stormwater treatment, would be approximately 6 feet wide, except at Christmas Tree Lane, where the planter between the through traffic and cycle track would be 12 feet wide and the planter buffer between the cycle track and the sidewalk would be 5 feet wide. These low impact development (LID) best management practices (BMPs) would be installed per the City's LID Ordinance. In addition, in instances where the approximate 6-foot stormwater treatment planted buffers would occur, they would create a clearance area at existing bust stop locations and would not conflict with the cycle track circulation.

⁴⁰ City of Los Angeles StreetsLA, Urban Forestry Division. Accessed June 26, 2020. About Us. Available at: <https://streetsla.lacity.org/about>

Page 2-10: Figure 2.4.1-1, *Master Plan Element 1 – Threshold and Gateway*, has been revised to provide further detail regarding the cycle track as well as safety issues on Kinsey Drive and State Drive.



LEGEND

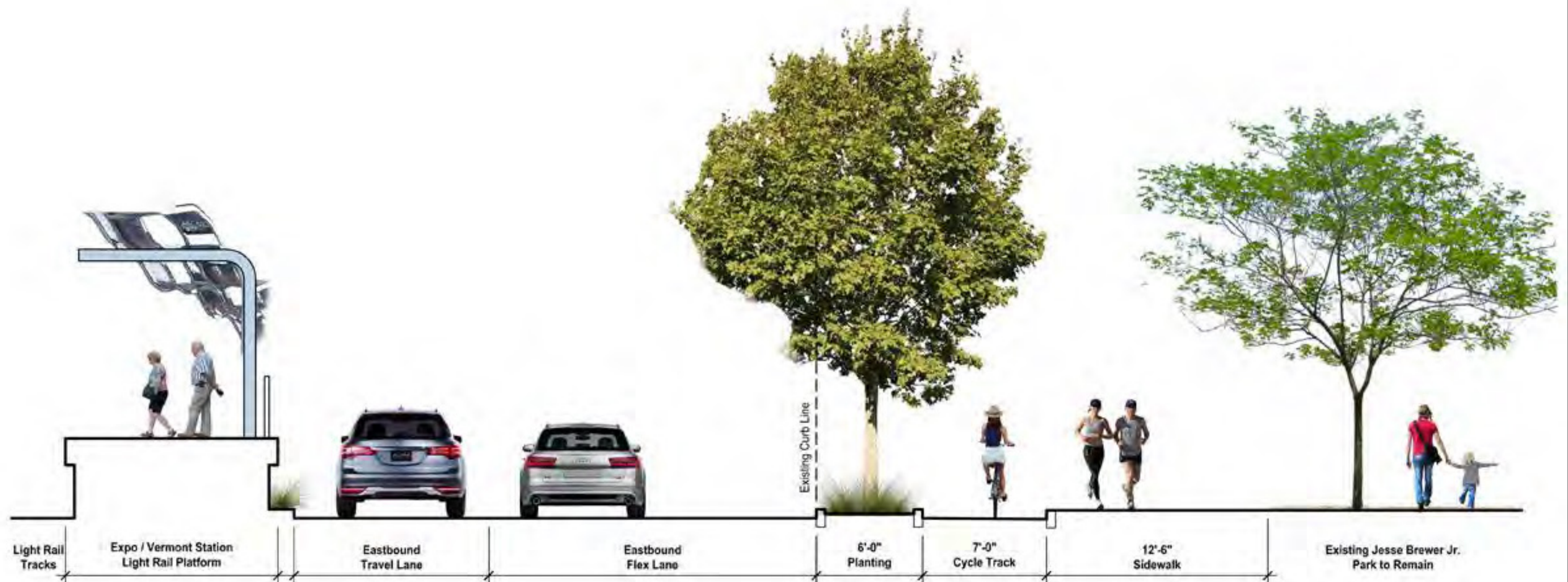
Proposed Cycle Track Zone

Proposed Designated Cyclist Dismount/Walk Zone with Signage

SOURCE: Torti Gallas + Partners. September 27, 2019. Conceptual Master Plan.



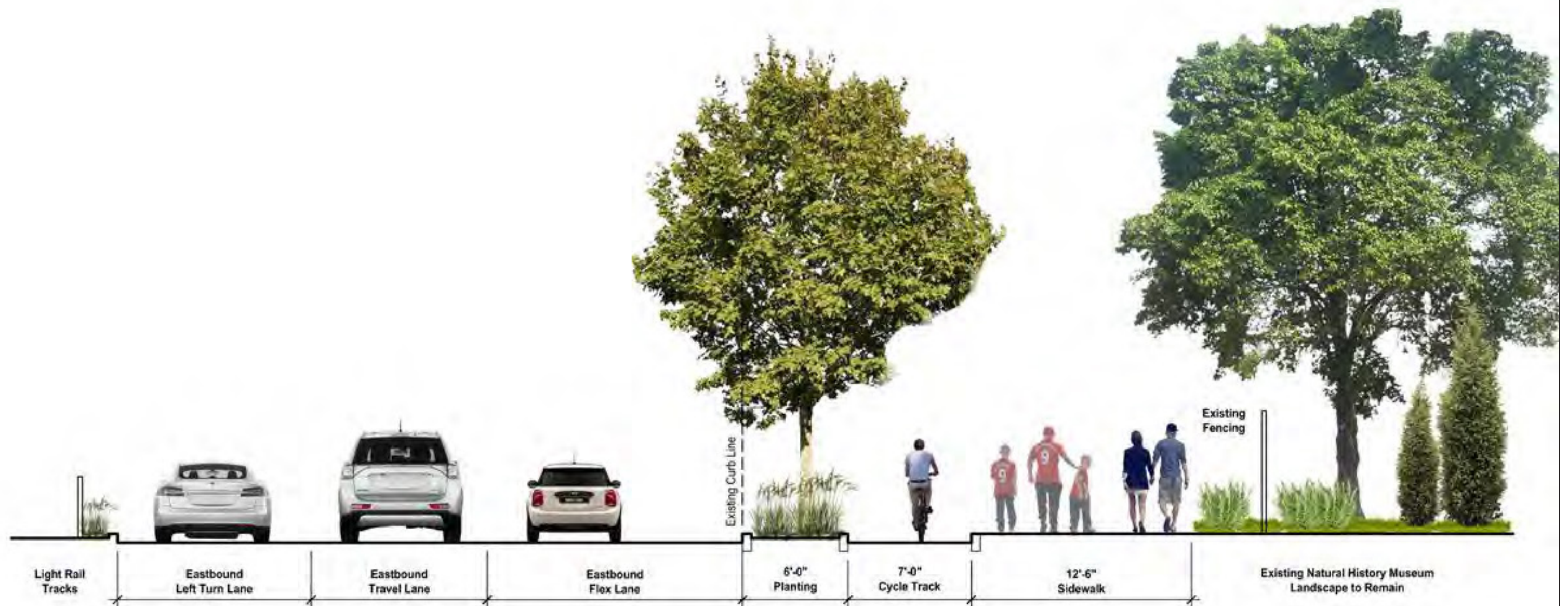
FIGURE 2.4.1-1
Proposed Master Plan Element 1 - Threshold and Gateway



Exposition Boulevard at Jesse Brewer Jr. Park

SOURCE: Torti Gallas + Partners 2019

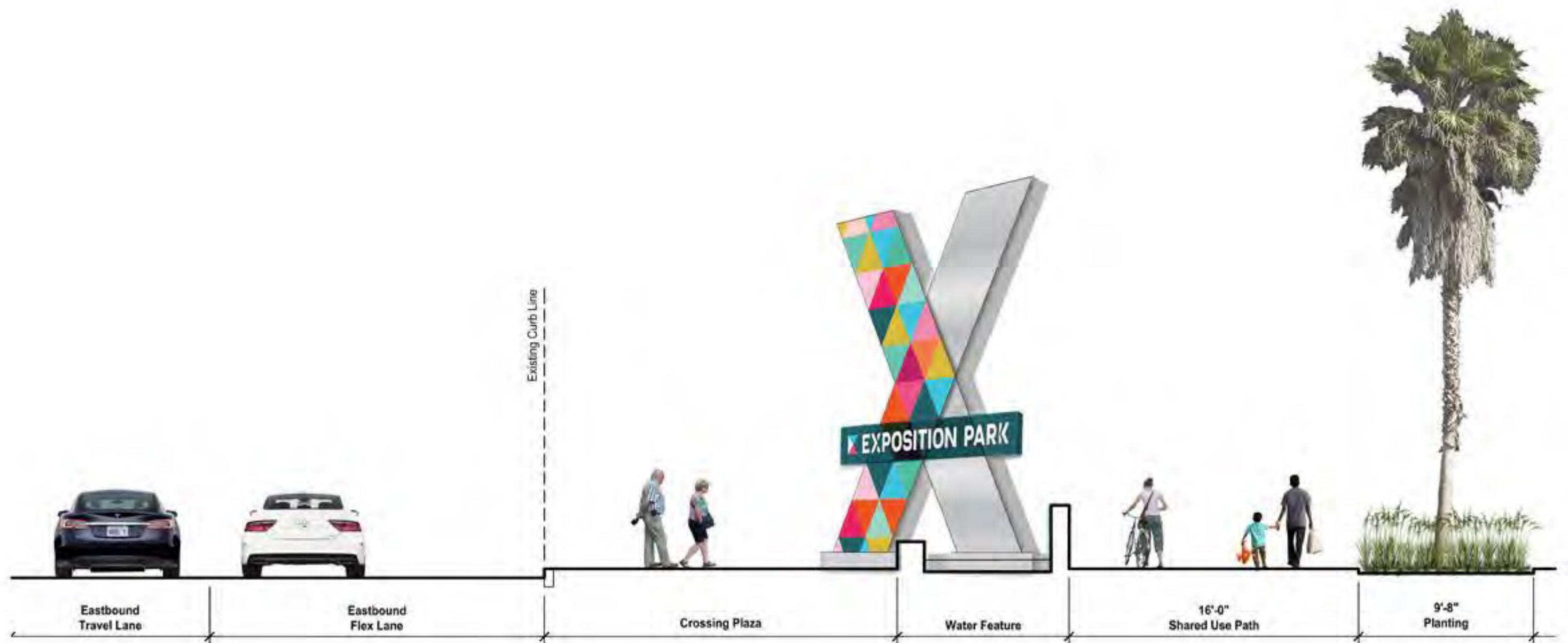




Exposition Boulevard at Natural History Museum Landscape

SOURCE: Torti Gallas + Partners 2019





Exposition Boulevard Near Rose Garden Entry Plaza & Crossing

SOURCE: Torti Gallas + Partners 2019



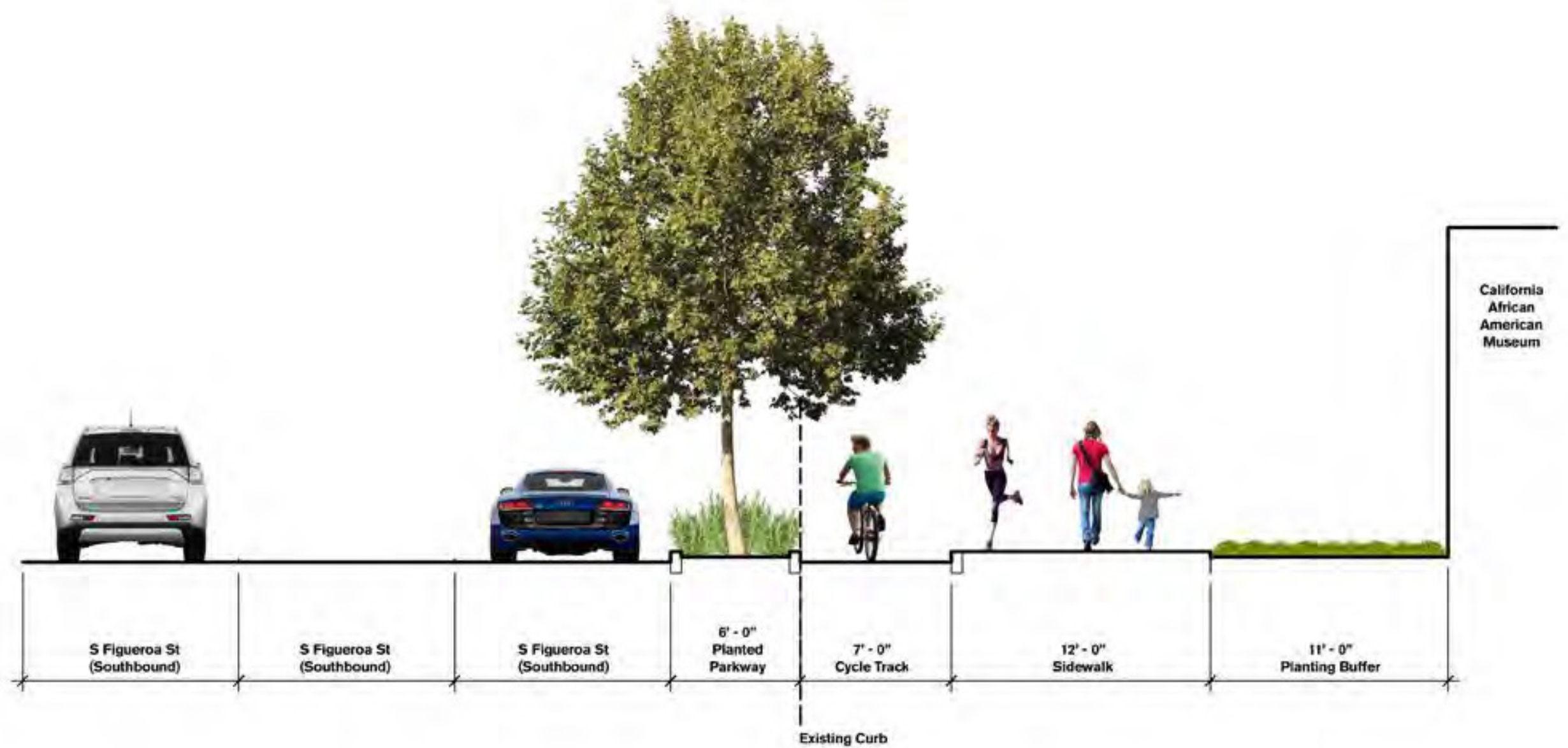


Exposition Boulevard at Historic Entry Area to Rose Garden

SOURCE: Torti Gallas + Partners 2019



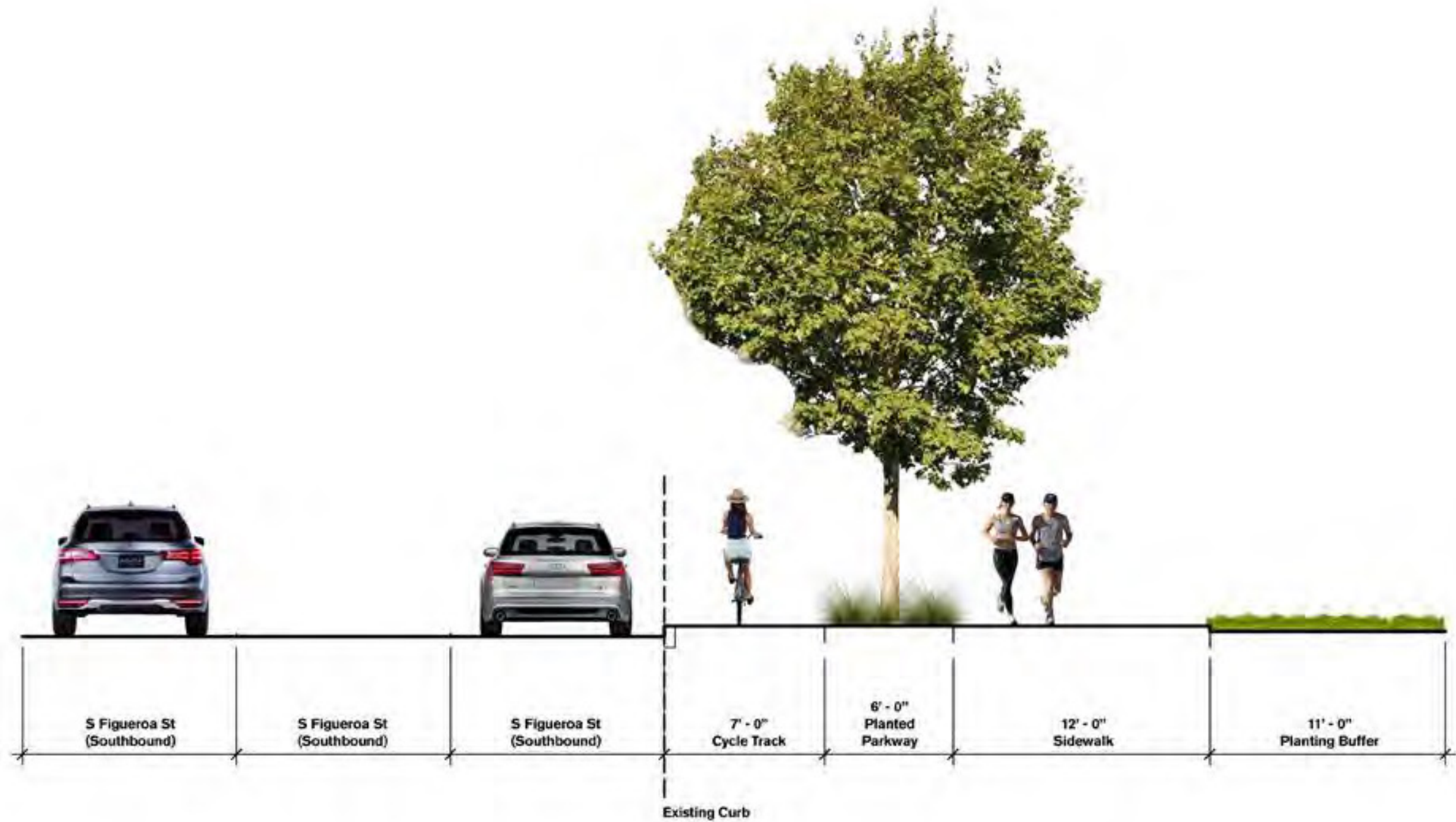
FIGURE 2.4.1-1
Proposed Master Plan Element 1 - Threshold and Gateway



S. Figueroa Street at California African American Museum

SOURCE: Torti Gallas + Partners 2019

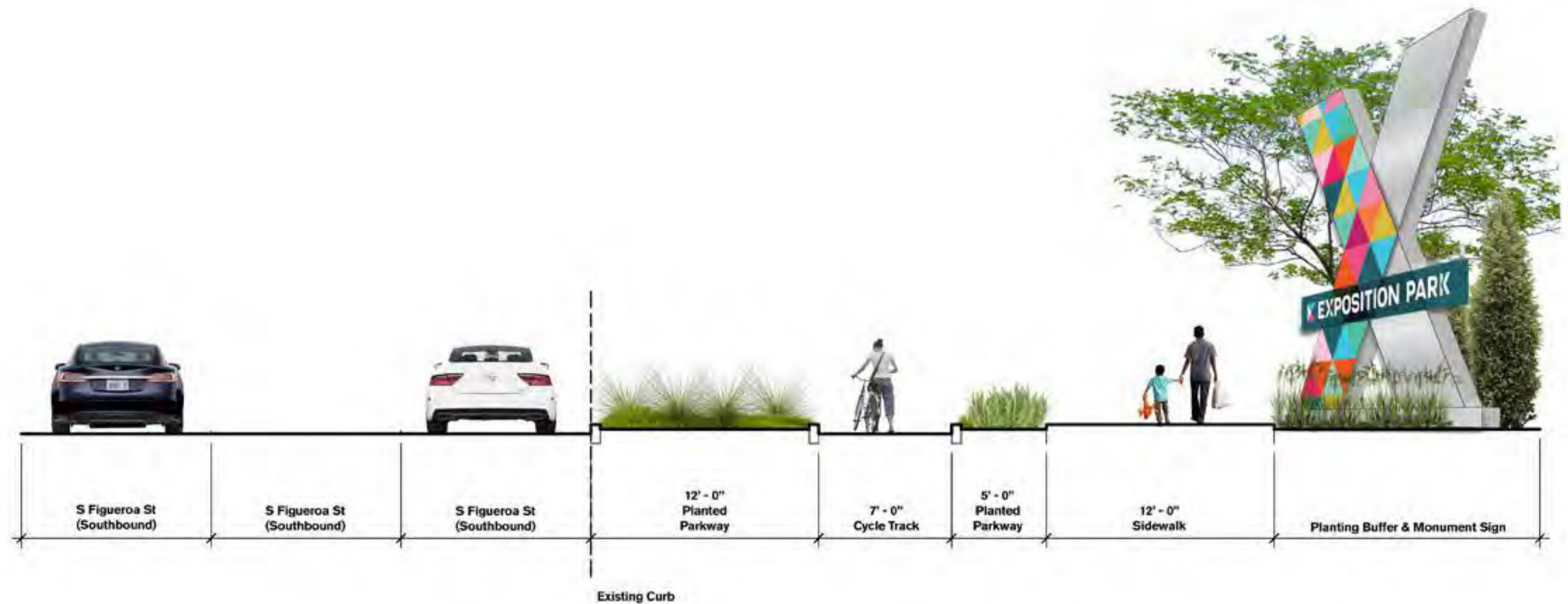




S. Figueroa Street at Visitor Parking Structure (Element 3 – Solar Garden)

SOURCE: Torti Gallas + Partners 2019

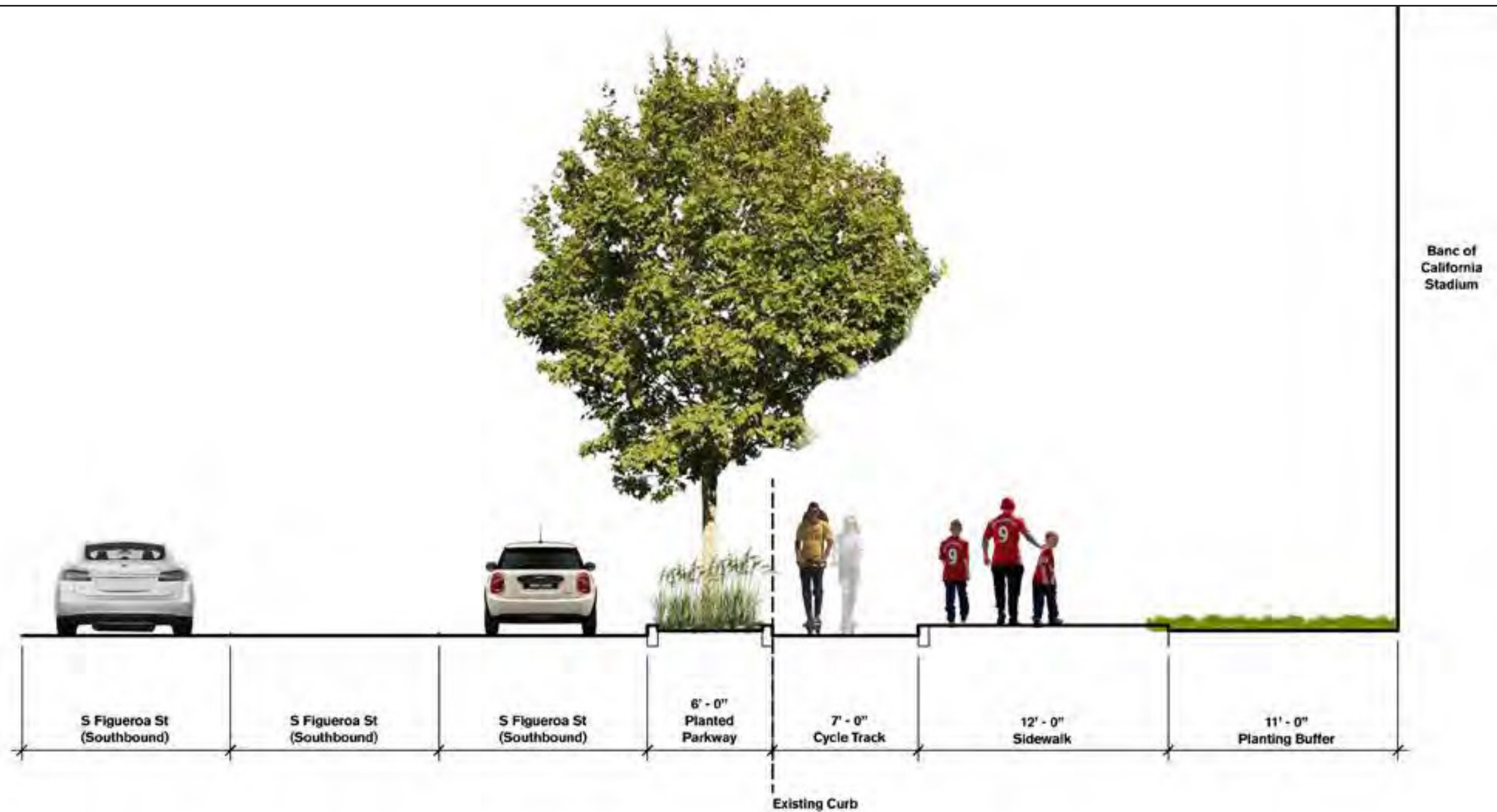




S. Figueroa Street at Christmas Tree Lane (Element 2 – Expo Festival Plaza)

SOURCE: Torti Gallas + Partners 2019

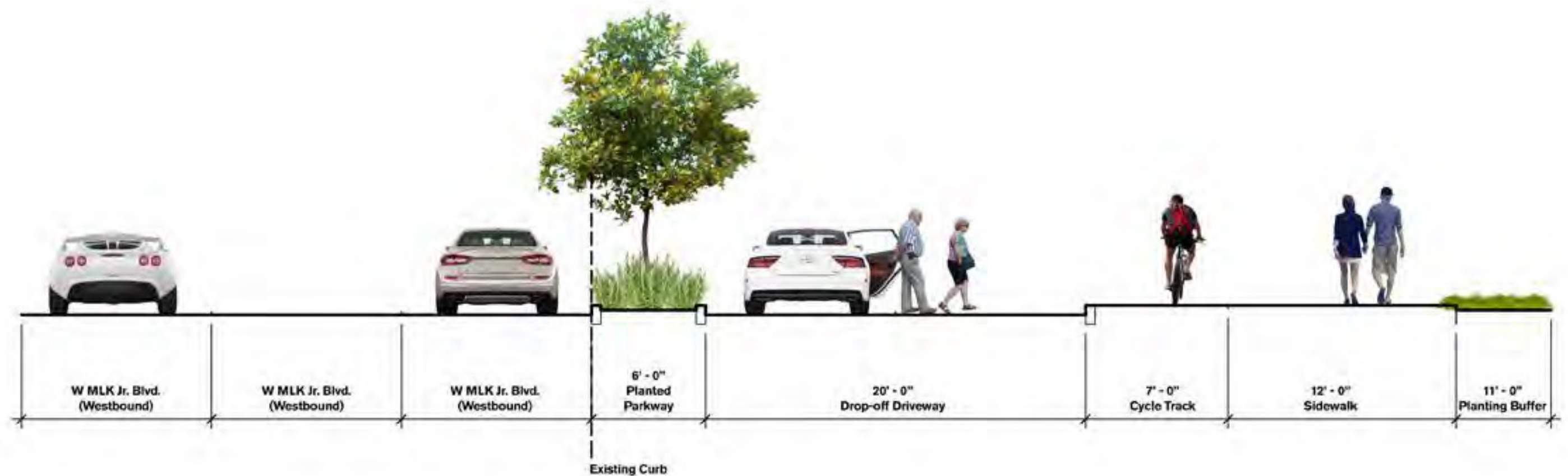




S. Figueroa Street at Banc of California Stadium

SOURCE: Torti Gallas + Partners 2019

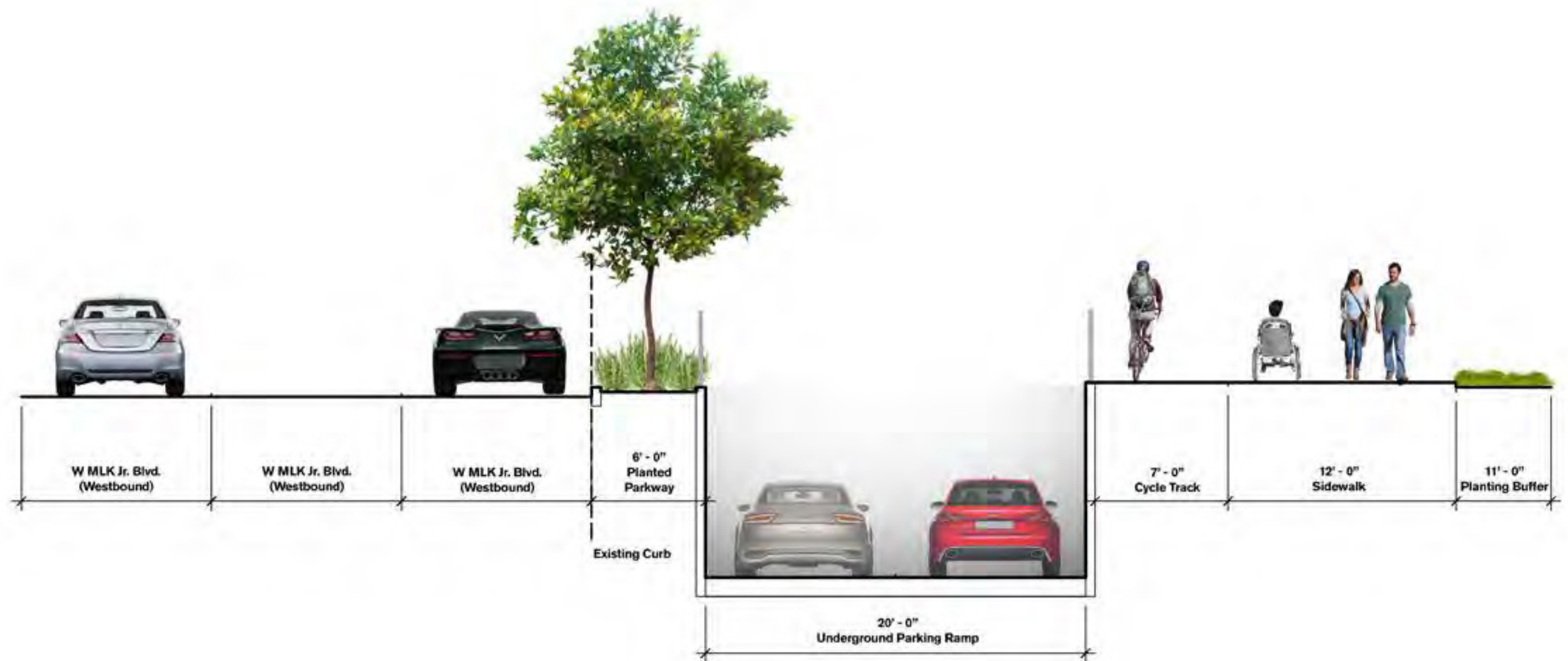




W. MLK Jr. Boulevard at Proposed Parking Structure Entry (Element 4 – Festival Park & Community Promenade)

SOURCE: Torti Gallas + Partners 2019

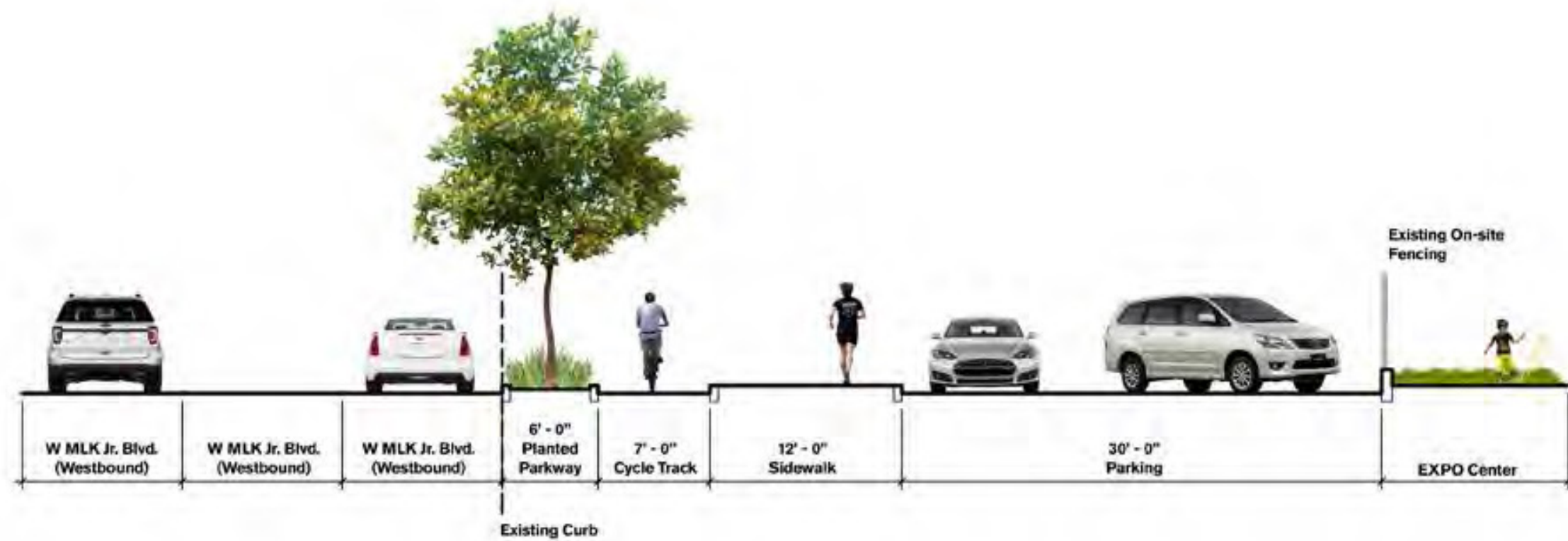




W. MLK Jr. Boulevard at Proposed Ride Share (Element 4 – Festival Park & Community Promenade)

SOURCE: Torti Gallas + Partners 2019





W. MLK Jr. Boulevard at Expo Center

SOURCE: Torti Gallas + Partners 2019



Page 2-11 has been revised under Section 2.4.2, *Element 2 – Expo Festival Plaza*:

The Expo Festival Plaza would be located at the existing Christmas Tree Lane and two underground parking garage ramps, between North Coliseum Drive (N. Coliseum Dr.), Figueroa St., South Coliseum Drive (S. Coliseum Dr.), and Exposition Park Drive (Exposition Park Dr.) and the newly renovated Coliseum (Figure 2.4.2-1, *Master Plan Element 2 – Expo Festival Plaza*). The Expo Festival Plaza, consisting of approximately 5.2 acres (227,826 square feet), would overlap with modification of the existing vehicular circulation islands, walking paths, and bike lane along Figueroa St. at N. and S. Coliseum Dr. that would be part of Element 1 – Threshold and Gateway. Existing vehicular ramps (for accessing the underground parking structure but also visible just north of N. Coliseum Dr.) are located at the west side of the Expo Festival Plaza and would remain. The existing Christmas Tree Lane open space would include new bisecting interlaced paths across the lawn area with modified promenades along the north and south perimeter of the Christmas Tree Lane open space that would facilitate pedestrian circulation as well as provide active and passive recreational and open space for activities including pregame picnicking, celebrations, and activities related to the LAFC and USC fan supporters' community. Additional trees are included in the open space area to improve users' comfort.

The modified promenades would consist of zero curb street/sidewalks (with possible opportunities for stormwater capture and use system on-site) for a continuous accessible plaza space experience that is lined with bollards, new pedestrian-scaled energy-efficient lighting, truncated domes for pedestrian safety, wayfinding banners and shade trees (in security planters) along N. and S. Coliseum Dr. The Expo Festival Plaza would include pervious and impervious materials within the refined project area. The existing Plaza at the Coliseum entrance, across the street to the west of Christmas Tree Lane open space, would remain.

Page 2-12 has been revised under Section 2.4.4, *Element 4 – Festival Park and Community Promenade*:

The Festival Park and Community Promenade, consisting of approximately 14.2 acres (619,819 square feet), would be located at the southeastern corner of Exposition Park along MLK Jr. Blvd. and extending just past S. Hoover St. (Figure 2.4.4-1, *Master Plan Element 4 – Festival Park and Community Promenade*). The removal of 14.2 acres of blacktop/asphalt surface would be replaced with in-kind acreage in recreation and open space, providing an additional recreation resource for park users and the surrounding community in what is considered to be a park poor area (see Appendix II, *Initial Study*, Section 3.16, *Recreation*). The recreation and open space would accommodate active as well as passive activities to all park visitors, including picnicking (pre-game or other), celebrations, and activities related to the LAFC and USC fan supporters' community and surrounding community. Element 4 would be bounded by the BoCS and the Coliseum to the north, Figueroa St. to the east, MLK Jr. Blvd. to the south, and the Ralph M. Parsons Pre-School and EXPO Center ~~& Rose Garden~~ to the west. The existing Hoover St. entry road, intersecting MLK Jr. Blvd., would have improvements that would be shared with Element 1 – Threshold and Gateway along MLK Jr. Blvd. such as a cycle track, a ride share/drop off/pick up area, landscaping, gateway improvements, wayfinding and crosswalk enhancements.

Page 2-12 has been revised:

The existing surface parking lots along MLK Jr. Blvd. between Figueroa St. and Ralph M. Parsons Pre-School/EXPO Center ~~& Rose Garden~~ (parking lots 4, 5, 6 and VIP parking) that currently provide 1,600 vehicular parking spaces would be demolished and replaced with a 2,000-space underground garage accommodating the 1,600 existing surface spaces ~~of 1,600~~ plus 400 temporary or “tailgating” spaces that are currently provided on the South Lawn during Coliseum events. The new subterranean parking structure, which would be two levels for 85 percent of its footprint, and three levels for the remaining 15 percent, would incorporate vehicular ramped ingress and egress access (ingress access from MLK Jr. Blvd., Figueroa St., and S. Hoover St.; egress access from Figueroa St., MLK Jr. Blvd. and northwest of the new Information/Operations Center/Restrooms). During School Week (when schools are visiting), the garage parking structure would accommodate parking for 94 school buses and 1,440 cars plus 17 buses on surface parking, behind the promenade and Information/Operations Center/Restrooms. The subterranean parking structure is in the conceptual stage and if and when funding becomes available, the refinement of the design development may accommodate parking for up to an additional 9 buses, specifically during the Monday thru Friday work week, for a total of up to 120 buses per day (a 50 percent increase compared to the peaks recorded in the past three years). The top floor of the underground garage would have a 14-foot clearance to accommodate buses and larger vehicles and other uses in the future, should the need for parking be less than it is at present. In addition, the underground parking structure would be built to accommodate tractor trailer trucks parked on the top deck (the Festival Lawn) if needed.

Page 2-12: Figure 2.4.4-1, *Master Plan Element 4 – Festival Park and Community Promenade*, has been revised to show a more representative rendering of the Iconic Viewing Structure and one that is more consistent with other conceptual renderings in the section. In addition, the revised figure includes an enlarged view of the open space and recreation area, to further clarify that the refined project would add open space to the area.



SOURCE: Torti Gallas + Partners. September 27, 2019. Conceptual Master Plan.



FIGURE 2.4.4-1
 Proposed Master Plan Element 4 – Festival Park & Community Promenade



SOURCE: Torti Gallas + Partners 2019



FIGURE 2.4.4-1
Proposed Master Plan Element 4 – Festival Park & Community Promenade



SOURCE: Torti Gallas + Partners 2019



FIGURE 2.4.4-1
Proposed Master Plan Element 4 – Festival Park & Community Promenade



SOURCE: Torti Gallas + Partners 2019



FIGURE 2.4.4-1
Proposed Master Plan Element 4 – Festival Park & Community Promenade

Page 2-14 has been revised:

The new Festival Lawn and planned Iconic Viewing Structure (Plaza) would be located in the southern portion of Exposition Park, north of MLK Jr. Blvd, and would not impede directly on any known historic resources. No Los Angeles Historic Preservation Overlay Zones border the Element 4 area, and thus there are no height limitations for the viewing structure that need to be met to are required for the protection of historic viewsheds. A design competition would be conducted for the Iconic Viewing Structure for review by stakeholders including OEPM, the organizations and agencies at Exposition Park, and the surrounding community. Designs for project elements including the Iconic Viewing Structure are subject to refinement and serve as a conceptual guide for the long-term development of Exposition Park. The design competition would consider all corresponding regulatory requirement pertaining to the feature and in relation to the refined project area for such structures including height requirements.

While the Iconic Viewing Structure and plaza is in the conceptual stage, as depicted in Figure 2.4.4-1 and as imagined in the renderings, it would consist of the viewing tower, seating, shade trees, and hardscape on a raised platform. It is anticipated that visitors would have access to the Iconic Viewing Structure for viewing the cityscape of the Los Angeles Downtown and surrounding basin. However, under federal regulations code Title 14, Part 77 (14 CFR § 77.9) in relation to the Federal Aviation Administration (FAA) height requirements within a city, a structure of 200 feet above ground level (AGL) is permissible but if greater than 200 feet AGL then a notice with the FAA must be filed. In addition, a filing would not be required with the FAA if an object, the Iconic Viewing Structure, is shielded by existing structures of a permanent and substantial nature of equal or greater height and would be located within a congested area of the city, town, or settlement where the shielded structure would not adversely affect safety in air navigation. The Iconic Viewing Structure would be consistent with Title 14, Part 77 (14 CFR § 77.9) of the FAA height requirements. The Iconic Viewing Structure is intended as a place from which to gain views of Downtown Los Angeles and the Los Angeles Basin and can be visible from outside the park. Design refinement of the Iconic Viewing Structure would occur during the design development of this element and would entail an iterative process and review with key stakeholders and members of the community. Character, shape, height, amenities and other design features pertaining to the Iconic Viewing Structure would be considered during a design competition and refined after the project has been awarded with continued collaboration and iterative process towards a final design. Availability of funding would be a key factor in moving this feature into further design development stages of this element. Other design opportunities, options, and suggestions including a Futsal Court would be considered by OEPM during the refinement of the design development stage along with funding availability. It is anticipated that if advanced, the Iconic Viewing Structure would be in substantial conformance with an approved Master Plan and regulatory requirements including FAA regulations code Title 14, Part 77 (14 CFR § 77.9). Such a facility would be reviewed by the OEPM, as part of the decision-making process, to ensure that it is in substantial conformance with the Master Plan and corresponding regulatory regulations. Should it be determined that the facility is not in substantial conformance, OEPM, in their capacity as a Lead Agency under CEQA, would complete the required analysis pursuant to CEQA, prior to rendering a decision on advancing the project.

Page 2-14 has been revised under Section 2.4.5, *Element 5 – Bill Robertson Lane*:

Element 5 would improve vehicular access for large groups at Exposition Park with dedicated loading zones and a retain the bus drop off/pick up area lane. Street improvements along Bill Robertson Lane, consisting of approximately 2.8 acres (123,787 square feet, or approximately 2,534 linear feet), would retain the existing include a continuous left turn lane indicated with yellow lines along the center of the street and include new with demarcations of left turn, bus drop off, and loading areas; new pedestrian-scaled energy-efficient lighting, a zero curb with bollards and truncated domes; and pervious and impervious surfacing (decorative concrete paving and concrete unit pavers). In addition to bollards, vehicular and pedestrian wayfinding elements and canopy trees in vegetated planters would line the street (Figure 2.4.5-1, *Master Plan Element 5 – Bill Robertson Lane*). Element 5 would include improvements that would overlap with Element 1 – Threshold and Gateway, Element 8 – Zanja Madre, as well as the approved LMNA project that is currently under construction.

The refined project would not displace the current drop off/pick up locations along Exposition Park Drive and Bill Robertson Lane. Bill Robertson Lane currently has a total of three lanes: one designated northbound lane, one designated southbound lane, and one continuous left turn lane along the center of the street for left turns and loading/unloading deliveries, where the proposed improvement demarcations would enhance the road. The improvements would only enhance the existing northbound and southbound traffic lanes and middle continuous left turn lane that allows for continued bus drop off/pick up and would not remove any lanes or drop off/pick up allocations. All existing lanes, including the middle continuous lane and bus drop off/pick up areas, would remain and would not be disrupted.

Page 2-17 has been revised:

The new Olympic Ring Walk is located in the middle of Exposition Park surrounding the exterior of the Coliseum and bounded by Exposition Park Dr. on the north; Exposition Park Dr. and the existing Christmas Tree Lane (Element 2 – Expo Festival Plaza) to the west; Bill Robertson Lane to the east; and S. Hoover St., existing Lot 4 (Element 4 – Festival Park and Community Promenade), and the LA84 Foundation/John C. Argue Swim Stadium (part of the EXPO Center & ~~Rose Garden~~) to the south (Figure 2.4.9-1, *Master Plan Element 9 – Olympic Ring Walk*).

Page 2-18: The subsection **Parking** has been redesignated as **Section 2.4.10, Parking**.

2.4.10 Parking

The increase in the number of parking spaces would be a minimal change to Exposition Park (Figure 2.4.10-1 ~~2.4.9-2~~, *Parking Plan*). The current drop off/pick up and bus staging capacity on both Bill Robertson Lane (20 spaces) and Exposition Park Drive (25 spaces) would remain as-is. With Element 4, the refined project would replace 1,600 surface parking spaces (Lots 4, 5, and 6) with underground parking and a small surface bus parking lot (17 spaces) between the Coliseum and the Operations Center (Table 2.4.10-1, *Existing and Proposed Parking*; see Figure 2.4-2). Additionally, 400 of the 500 overflow parking spaces reserved only for game day along State Drive (Element 6) and on the South Lawn (Element 8) would be provided in the subterranean parking structure (Element 4).

~~According to the 1993 approved California Museum of Science and Industry Exposition Park Master Plan (1993 Plan), there were approximately 6,400 paved parking spaces in Exposition Park as well as 1,600 overflow parking spaces available on lawns and the Sports Arena Gardens, for a total of approximately 8,000 parking spaces. In 1992, Exposition Park experienced an average of 2,000 occupied parking spaces on weekdays and up to 5,000 occupied parking spaces for a capacity crowd. The 1993 Plan determined that 6,400 paved spaces would support events with up to 25,000 people, well below the 25,000+ paved spaces that would be required to support capacity crowds in the Coliseum if all attendees arrived by vehicle, and recommended using available parking facilities at USC (6,500 spaces in 1992) and improved mass transportation through use of the light rail (Metro E Line).~~

The South Lawn accommodates approximately 400 parked cars during Coliseum events as game day VIP parking spaces (called overflow parking in the 1993 plan). The refined project would result in a slight increase (approximately 300 spaces, or less than 5 percent) in the number of paved designated parking spaces at Exposition Park that would be constructed underground as part of Element 4 and replacing the existing VIP parking on the South Lawn from the improvements of Element 8 (Table 2.4.10 9-1). Element 4 – Festival Park and Community Promenade would increase the number of existing paved parking spaces south of the BoCS from 1,600 to 2,000. Element 6 would replace approximately 100 existing surface Game Day VIP parking spaces along State Dr. with a pedestrian-oriented promenade while still maintaining emergency access. A consolidated subterranean parking structure under Element 4 would provide approximately 2,000 spaces and would be the replacement parking for the existing parking lots 4, 5, 6, the VIP Gold Lot parking area (currently 1,600 parking spaces), the 400 Game Day VIP parking spaces on the South Lawn, and the existing surface parking (100 Game Day VIP parking spaces) along State Dr. The replacement parking would accommodate the existing BoCS, as well as school buses during school days (school visit during weekdays).

The subterranean parking structure proposed north of Martin Luther King Jr. Boulevard (Element 4) would have multiple egress points on Martin Luther King Jr. Boulevard as well as one on Figueroa Street, increasing the number of driveways at Exposition Park from 4 to 5 (the existing entrance/exit driveway along MLK Jr. Boulevard for Parking Lot 6 would be replaced with 1 entrance-only and 1 exit-only driveway). Both driveways along MLK Jr. Blvd would only allow vehicles to travel westbound, similar to the existing driveway that only allows right-turns to MLK Jr. Blvd. when in use. The primary egress on Martin Luther King Jr. Boulevard would be via the signalized intersection of Hoover Street and Martin Luther King Jr. Boulevard, which allows vehicles to turn left (east) toward Interstate 110. The secondary egress would be a direct ramp to westbound Martin Luther King Jr. Boulevard. For drivers seeking to travel east on Martin Luther King Jr. Boulevard, operational measures (such as guide signage within the parking structure) would help to direct them to the exit on Hoover Street or to Figueroa Street. Drivers who inadvertently exit to westbound Martin Luther King Jr. Boulevard may turn left or U-turn at Hoover Street, Bill Robertson Lane / Menlo Avenue, or Vermont Avenue.

Page 2-18: Figure 2.4.9-2, *Parking Plan*, has been renumbered Figure 2.4.10-1 but not otherwise revised (numbering change not shown).

Page 2-19: Table 2.4.9-1, *Existing and Proposed Parking*, has been renumbered Table 2.4.10-1 (numbering change not shown). In addition, two of the element descriptions in the table—5. *Bill Robertson Lane*, and 8. *Zanja Madre*—have been revised:

Master Plan Elements	Existing Conditions	Master Plan		Net Change
		Addition	Deletion	
5. Bill Robertson Lane	17 20 parking spaces (south of Coliseum); also used for bus staging during drop off/pick	0	0	No change in spaces; spaces will be also would continue to be used for loading & bus drop off/pick up
8. Zanja Madre	No official parking spaces; 400 Game Day VIP parking spaces are available on the South Lawn near the NHM on Coliseum event days only; <u>25 bus staging spaces for Drop off/Pick up</u>	0	400 Game Day VIP parking spaces	Decrease: 400 Game Day VIP parking spaces on lawn. <u>No change: 25 bus staging spaces for Drop off/Pick up would remain</u>

Page 2-21: Table 2.5.1-1, *Construction Schedule for Project Elements*, has been revised under Elements 5 and 8:

Project Element Number	Project Element Name	Estimated Duration (months)	Square Feet per Element	Construction Square Feet per Element	Improvements Description
5	Bill Robertson Lane	54	123,787	123,787	Dedicated loading zones; <u>Improvements to and a accommodate existing bus drop off/pick up lane;</u> Street improvements along Bill Robertson Lane; Canopy trees in vegetated planters along the street
8	Zanja Madre	35	203,132	203,132	Central plaza-like gathering space; Two sunken lawn areas; <u>Improvement to accommodate existing school bus drop off/pick up area;</u> Iconic boulder; Victory Walk; Extension of the Museum Walk

Page 2-22 has been revised following Table 2.5.1-1:

The refined project would not displace the current drop off/pick up locations along Exposition Park Drive and Bill Robertson Lane. Construction phasing would need to be considered during the design development for Elements of the refined project to allow for continuous and uninterrupted use of drop off/pick up designated areas. For instance, construction for a refined project Element can be phased in order to accommodate the drop off/pick up by temporarily relocating the drop off/pick up area up the street, down the street or across the street for minimal disruption. In addition, a parking plan would need to be prepared and produced, during the design development stage, to accommodate temporary parking of group and/or school buses during the construction phase of any refined project Element (see Section 2.5.2).

Construction

Construction activities associated with the refined project within Element 4, as currently conceived, would entail grading of the existing parking lot and the construction of the two and three-level subterranean parking structure increasing parking capacity at the Exposition Park (Table 2.5.1-2-, *Parking Structure Construction*).

Page 2-23: Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, has been revised to include features and measures that have been added to the refined project following public review and agency coordination.

2.5.2 Project Design Features and Regulatory Compliance Measures

Project Design Features

Transportation and Street Right-of-Way Safety

OEPM is committed to continued coordination with the City of Los Angeles StreetsLA (previously Bureau of Street Services),⁵³ LA Metro, and local organizations regrading street trees along parkways where overlap occurs between the refined project area and those jurisdictions. Trees along roadways including public transit stops shall be coordinated and evaluated to meet clearances, setbacks, standards, and maintenance for avoiding visibility conflicts with transit circulation. For instance, tree height and canopy clearances shall be maintained at over 14 feet high to prevent visual and physical impediments for buses, cars, and bicycles. Installation of planting adjacent to roadways including bus stops, in conjunction with the Master Plan, shall also be coordinated to maintain visibility and line of sight for motorists, cyclists, and pedestrians to avoid conflicts between motorized vehicles, cyclists, and pedestrians.

The refined project has been designed to be consistent with all of the recommendations under the *Metro Adjacent Development Handbook* (provided by LA Metro as part of a public comment letter and included in Appendix V, *Public Comments on the Draft SEIR*), including the four applicable guidelines:⁵⁴

1.1 – Supporting Transit-Oriented Communities

1.6 – Enhancing Access to Transit

1.9 – Driveways / Access Management

1.10 – Bus Stops and Zones Design

OEPM participated in the May 15, 2020, Joint Design Workshop during development of the Master Plan and is committed to continuing to work with LA Metro and LADOT in the future to design all features to mutually benefit Exposition Park, transit, and other infrastructure. As the refined project does not include detailed design, the cycle track design (Element 1) would be subject to additional review by affected stakeholders, including LA Metro and LADOT, to ensure that the design of the cycle tracks and other refined project elements do not conflict with public transit or other nearby infrastructure, including the overhead catenary system (OCS) high-voltage lines powering the Metro E Line, OCS support structures, and the Metro E Line ticket vending machines, map cases, and shade canopy adjacent to Jesse Brewer Jr. Park. All refined project features that could affect LA Metro facilities or operations would be designed in consultation with LA Metro to ensure that all access criteria are met throughout

construction and operation or Master Plan improvements approved by the Board of Directors for Exposition Park and the CSC.

As it pertains to the refined project, OEPM is committed to continuing this dialogue through final design and implementation of those Master Plan improvements approved by the Board of Directors for Exposition Park and the CSC.

Construction Parking

A parking plan shall be prepared and produced by the contractor, during the design development stage, to accommodate temporary parking of group and/or school buses during the construction phase of any refined project Element.

Operational Plan – Buses

A detailed operational plan to manage the overall flow of buses shall be produced by OEPM in conjunction with the museum and educational institutions in anticipation of the new LMNA museum opening.

Regulatory Compliance Measures

The refined project would be required to comply with applicable regulations, including the ADA, the California Building Standards Code (California Code of Regulations [CCR] Title 24), regulations and requirements of the California Public Utilities Commission (CPUC), California Occupational Safety and Health Administration (Cal/OSHA) regulations (CCR, Title 8), and permit requirements, such as Building & Safety permits for projects within 100 feet of LA Metro right-of-way (ROW).⁵⁵

Storm Water Pollution Plan BMPs

Best management practices (BMPs) shall ~~would~~ be utilized through the duration of the construction per the Storm Water Pollution Prevention Plan (SWPPP) as required by the Construction General Permit (Table 2.5.2-1, Best Management Practices; Figure 2.5.2-1, Proposed Stormwater Management Measures; and Appendix A, Hydrology and Water Quality Impact Analysis, in the Initial Study [Appendix II to the SEIR]).

⁵³ City of Los Angeles StreetsLA, Urban Forestry Division. Accessed June 26, 2020. About Us. Available at: <https://streetsla.lacity.org/about>

⁵⁴ Los Angeles County Metropolitan Transportation Authority. January 2020. Metro Adjacent Development Handbook: A Guide for Cities and Developers. Available at https://media.metro.net/projects_studies/joint_development/images/mad_handbook.pdf

⁵⁵ Los Angeles County Metropolitan Transportation Authority. Accessed August 4, 2020. Metro Development & Construction Coordination. Available at: <https://www.metro.net/projects/devreview/>

Page 2-25: The regulatory compliance measure subsection ***Biological Resources*** has been clarified:

Biological Resources – Protected Trees

Page 2-26: The regulatory compliance measure for construction noise has been clarified to show which Master Plan elements it would apply to:

Construction Noise

During construction activities within a 50-foot radius of sensitive receptors (Elements 1, 3, and 5), sound walls shall be installed by the contractor during the demolition and construction phase for each of the project Elements within Exposition Park along the property boundary facing the existing residents to reduce the noise levels. Mufflers, blankets, and baffles will also be implemented to ensure the reduction of noise levels. The noise barriers shall provide noise level reductions ranging from approximately 5 dBA to 20 dBA depending of the placement and structure of the sound wall.

Page 2-26: New regulatory compliance measures have been added for construction:

Construction – ROW Permits

Consultation with LA Metro is required prior to the issuance of any building permit for projects within 100 feet of LA Metro–owned Rail or BRT ROW. LA Metro must review applicable projects to ensure safe access to, and operations of, transportation services and facilities. Projects within 100 feet of an LA Metro Rail or BRT ROW, such as Element 1, require LA Metro clearance to include demolition, excavation, new structures, improvements or additions to existing structures, seismic retrofitting, tunneling/boring, construction or maintenance that requires use of cranes, truck delivery of concrete and other materials, and freestanding sign structures.

The Project Sponsor shall submit civil engineering and landscaping drawings and calculations, as well as construction work plans and methods for any utility work in the public right-of-way and any crane placement and radius, to evaluate any impacts to the Metro E Line (Expo) infrastructure in relationship to the project. Before the start of any construction activities, the Project Sponsor shall obtain LA Metro’s approval of final construction plans.

The construction and operation of the project shall not disrupt the operation and maintenance activities of the Metro E Line (Expo) or the structural and systems integrity of LA Metro’s light rail infrastructure. Not later than one month before project construction, the Project Sponsor shall contact LA Metro to schedule a preconstruction meeting with all project construction personnel and LA Metro Real Estate, Construction Management, and Construction Safety staff. During project construction, the Project Sponsor shall

1. Work in close coordination with LA Metro to ensure that Station access, visibility, and structural integrity are not compromised by construction activities or permanent build conditions
2. Notify LA Metro of any changes to construction activities that may impact the use of the ROW
3. Permit LA Metro staff to monitor demolition and/or construction activities to ascertain any impact to the E Line (Expo) and Expo/Vermont and Expo/USC Stations.

For any temporary or ongoing access to LA Metro ROW for demolition, construction, and/or maintenance activities, the Project Sponsor shall complete LA Metro’s Track Allocation process with LA Metro Rail Operations and obtain a Right of Entry Permit from LA Metro Real

Estate. Approval for single tracking or a power shutdown, while possible, is highly discouraged; if sought, the Project Sponsor shall apply for and obtain such approval from LA Metro not later than two months before the start of project construction. The Project Sponsor shall apply for and obtain approval from LA Metro for any special operations, including the use of a pile driver or any other equipment that could come into proximity to the OCS or support structures, not later than one month before the start of project construction.

Any temporary or permanent wayfinding signage with content referencing LA Metro services or featuring the LA Metro brand and/or associated graphics (such as LA Metro Bus or Rail pictograms) requires review and approval by LA Metro Signage and Environmental Graphic Design. OEPM shall coordinate with LA Metro regarding any use of LA Metro's name or graphics on Exposition Park wayfinding signage.

Construction – Transportation Facilities Conflicts Review

OEPM shall provide design plans and construction work plans at a pre-construction meeting with LA Metro for any utility work and crane placement in the vicinity of LA Metro facilities to obtain Metro's approval prior to construction. OEPM shall coordinate with LA Metro Bus Operations Control Special Events Coordinator, LA Metro's Stops and Zones Department, and LADOT Transit at not later than 30 days before the start of project construction for Elements 1 and 4 regarding transportation services, stops, and temporary or permanent bus service rerouting.

The Project Sponsor shall take all necessary measures to protect the Metro E Line OCS from damage due to project activities during and after construction, pursuant to applicable California Department of Industrial Relations regulations (CCR, Title 8). The Project Sponsor shall post proper signage for equipment working around the OCS wires. Any landscaping shall be set back at least 10 feet from the OCS wires and support structures.

The Project Sponsor shall coordinate with LA Metro for any proposed relocation or changes to LA Metro's station ticketing and wayfinding equipment to ensure that the function, visibility, and access to the TVMs are not compromised during project construction.

Page 2-26: A new section, 2.6, *Operations and Maintenance*, has been added.

2.6 OPERATIONS AND MAINTENANCE

Operations and maintenance activities would be conducted by OEPM in conjunction with the museums and educational institutions. The refined project does not anticipate an increase in patrons and would accommodate parking needs to avoid any overflow parking. However, if there should be an increase in patrons due to the new LMNA, a detailed operational plan to manage overflow of buses and/or vehicles shall be prepared and produced by OEPM, the museums, and educational institutions.

As with existing conditions, OEPM's existing USC and Rams Game Day Parking Guidelines and other parking information regarding parking hours and fees shown on the Exposition Park Website would be implemented.⁵⁸ OEPM's existing Game Day Parking Guidelines would be updated to reflect the revised parking configuration, and OEPM would continue to work with USC, the CSC, CAAM, and NHM to ensure that parking information is consistently

communicated online. The refined project would continue to charge parking fees for OEPM parking facilities.

⁵⁸ Exposition Park, California. Accessed August 4, 2020. *Parking Information*. Available at: <http://expositionpark.ca.gov/parking/#:~:text=Exposition%20Park%20is%20located%20at,of%20Martin%20Luther%20King%20Jr.>

Page 2-26: Section 2.6, *Cumulative Projects*, has been renumbered 2.7 (numbering change not shown). Following this numbering change, Tables 2.6-1, *Previously Approved Projects*, and 2.6-2, *Projects under Consideration*, have been renumbered 2.7-1 and 2.7-2 (numbering changes not shown). Figures 2.6-1, *Approved Projects*, and 2.6-2, *Projects under Consideration*, have been renumbered 2.7-1 and 2.7-2. These numbering changes are made globally throughout the SEIR when the section, tables, or figures are cited in text.

Page 2-27 has been revised to indicate that a related cumulative project has been added. The additional related cumulative project has not yet been approved and is under consideration. The total number of related projects has been revised from ~~12~~ to 13 throughout the SEIR, and the number of related projects under consideration has been revised from ~~6~~ to 7 throughout the SEIR:

The area surrounding Exposition Park was examined to determine whether there are currently any projects in progress or proposed for the future that could potentially benefit the project or add to the impacts of the refined project, creating cumulative significant impacts. It was determined that there are 13 ~~12~~ related projects that could affect the cumulative impacts analysis for the refined project.

Page 2-26: Figure 2.7-1, *Approved Projects*, has been revised to clarify the location of related approved project no. 4.

Page 2-26: Figure 2.7-2, *Projects under Consideration*, has been revised to clarify the location of related project under consideration no. 6 and to add the new related project under consideration no. 7.

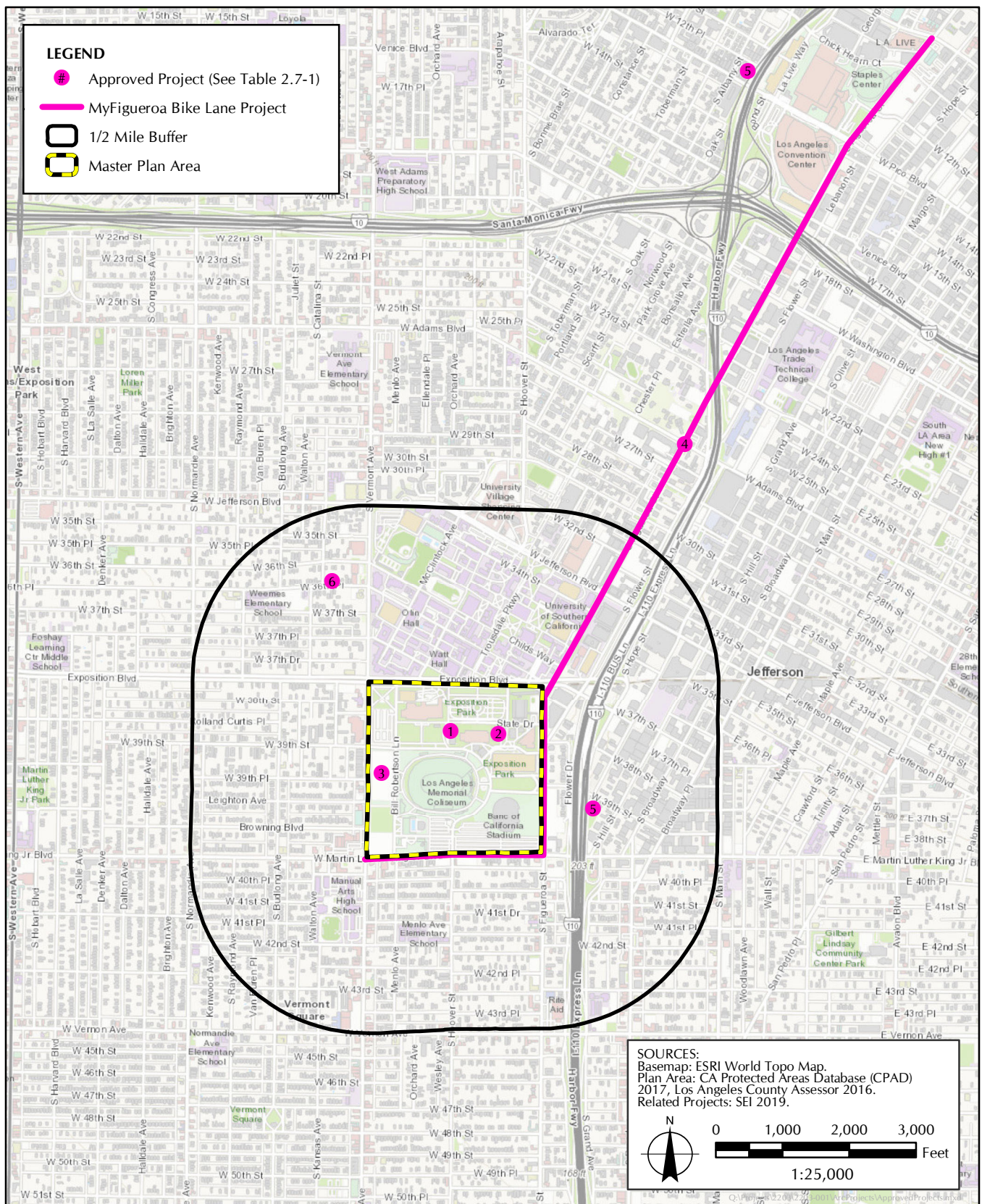


FIGURE 2.7-1
 Approved Projects

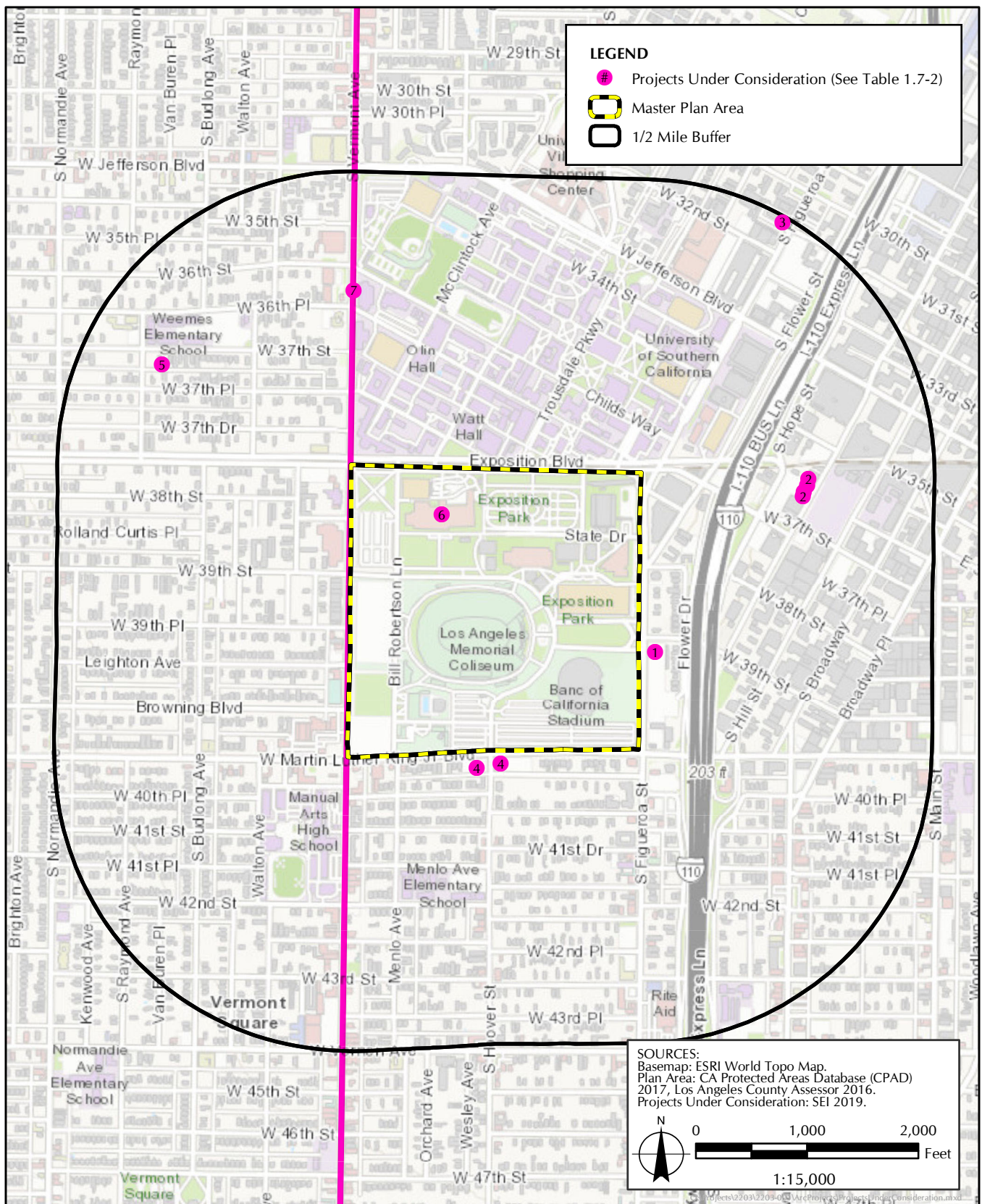


FIGURE 2.7-2
 Projects Under Consideration

Page 2-28: Table 2.7-1, Projects under Consideration, has been revised to update the status of related project under consideration no. 1 and to add the new related project under consideration no. 7:

Number in Figure 2.7-2	Project Name	CEQA Lead Agency	Project Scope/Location	Project Status
1	The Fig Project	City of Los Angeles	<p>Scope: demolish 8 existing multi-family residential buildings and surface parking areas in order to develop a mixed-used project located adjacent to Expo Park and near the USC University Park Campus—a Hotel Component, and Student Housing Component, and a Mixed-Income Housing Component.</p> <p>Location: 3900 S. Figueroa Street, across the street from Exposition Park (near Elements 1, 2, and 4)</p>	<p>NOP for EIR released July 18, 2016 (ENV-2016-1892-EIR).^a A review of Google Earth aerial and street-view imagery from May 2019 shows that the 8 multi-family residential buildings and parking lots are still there, so the project construction has not begun, and would likely continue during the 25-year implementation period of the Master Plan, pending approval of the EIR.</p> <p>January 2020: Errata No. 2 to EIR released (in progress, no NOD filed for SCH 2016071049 as of August 2020).^h</p>
7	Vermont Transit Corridor Project ⁱ	LA Metro	<p>Scope: This Measure M funded project would create 12.4 miles of side-running bus rapid transit (BRT) along Vermont Avenue, the second busiest bus corridor in Los Angeles County, by converting traffic lanes next to parking to dedicated bus lanes.</p> <p>Location: Vermont Avenue from Hollywood Boulevard south to 120th Street, included immediately west of Exposition Park</p>	<p>Vermont BRT Corridor environmental review scheduled for 2019-2023; opening date (post-construction) anticipated 2028-2030</p>

^h City of Los Angeles. Accessed August 7, 2020. *The Fig Project*. Available at: <https://planning.lacity.org/development-services/eir/fig-project-1>

ⁱ Los Angeles County Metropolitan Transportation Authority (LA Metro). Accessed August 6, 2020. *Vermont Transit Corridor*. Available at: <https://www.metro.net/projects/vermont-corridor/>

Page 2-29: Section 2.8, *Intended Uses of This EIR*, has been renumbered 2.9 (numbering change not shown).

Page 2-29: The list of agencies has been refined:

- County of Los Angeles (joint-powers authority), including LA Metro
- Sanitation Districts of Los Angeles County
- City of Los Angeles (joint-powers authority), including LADOT

Chapter 3. Environmental Impact Analysis

Section 3.1. Aesthetics

Page 3.1-1 has been revised:

As stated in Addendum No. 2 to the 2003 EIR, under Title 24 of the California Code of Regulations, all new lighting installed would be more energy efficient in order to comply with Part 11 (CALGreen).

Page 3.1-10 has been revised:

Element 9 (Olympic Ring Walk). The Location of Element 9 is the space enclosed by a fence surrounding the Coliseum in the center of Exposition Park, between the South Lawn, California Science Center, Visitor Parking Structure, Christmas Tree Lane, LAFC Stadium, EXPO Center & Rose Garden, and the construction site for the LMNA.

Page 3.1-14 has been revised:

The refined project would have the potential to result in new significant impact to aesthetics regarding scenic vistas of unique urban or historic features that would require the consideration of new mitigation measures in accordance with Section 15162 of the State CEQA Guidelines. The refined project is recommending retaining and enhancing upon the park setting while maintaining the historic integrity based on the proposed improvements. There are four elements that contain historic character-defining features and thus visual character within the refined project area: Elements 1 (Threshold & Gateway), 2 (Expo Festival Park Plaza), 6 (Museum Walk), and 9 (Olympic Ring Walk). Element 4 (Festival Park and Community Promenade) is included to provide more detail regarding the Iconic Viewing Structure in relation to scenic vistas.

Page 3.16 has been revised to include Element 4 under question (a):

Element 4 – Festival Park and Community Promenade. The 2003 EIR, as amended, identified no direct impacts to historic resources located in Element 4, to their settings, or visibility of those resources from public rights-of-way in the city of Los Angeles.

The 2020 Master Plan Element 4 – Festival Park and Community Promenade located at the southeastern corner of Exposition Park and at existing surface parking lots 4, 5, 6, and VIP Parking would consist of approximately 14.2 acres of new recreation area above an underground parking structure. The above ground recreational area would include a landscaped area; pedestrian circulation paths; directional wayfinding and gateway signage; and recreational features such as a playground, a skate park, an expansive lawn open space, and a viewing plaza with an iconic viewing structure. As stated in the Project Description, the iconic viewing structure would be less than 200 feet high (for Federal Aviation Administration [FAA] air navigation safety) and intended to gain views of the Los Angeles Downtown and basin area and would be visible from outside the park. The Iconic Viewing Structure would not impede directly on any known historic resources. No Los Angeles Historic Preservation Overlay Zones border the Element 4 area, and thus there are no height limitations for the viewing structure that are specifically required for the protection of historic viewsheds. The Iconic Viewing Structure design refinement would occur during the design

development of this Element and would entail an iterative process and review with key stakeholders and members of the community. It is anticipated that if advanced, the structure would not obstruct views, and be reviewed by OEPM to be in substantial conformance with an approved Master Plan and jurisdictional regulations.

Page 3.1-18 has been revised:

The refined project would have the potential to result in new significant impact to aesthetics in relation to visual character or quality of public views of the site and its surroundings that would require the consideration of new mitigation measures in accordance with Section 15162 of the State CEQA Guidelines. There are four elements that contain historic character-defining features and thus visual character within the refined project area: Elements 1 (Threshold & Gateway), 2 (Expo Festival Park Plaza), 6 (Museum Walk), and 9 (Olympic Ring Walk). Element 4 (Festival Park and Community Promenade) is included in this discussion to provide more detail regarding the Iconic Viewing Structure in relation to visual character.

The 2020 Master Plan Element 1 – Threshold & Gateway would involve the widening of the sidewalk on the north side of the Rose Garden located immediately adjacent to the character-defining feature of the continuous concrete benches with art deco light posts. A review of the architectural renderings for Element 1 demonstrates that the sidewalk has been designed to retain the continuous concrete benches and art deco light post (see Figure 2.4-1). As stated in Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, street trees and other understory planting overlapping between parkways and Element 1 shall be coordinated, reviewed and evaluated between OEPM, the City of Los Angeles StreetsLA, and LA Metro and abide by jurisdictional standards to ensure that tree species, height, and canopy shape and root systems are taken into consideration during the selection process to minimize visibility conflicts with transit operators, cyclists, and pedestrians and minimize conflicts within sidewalks and roads.

Page 3.1-19 has been revised to include Element 4 under question (c):

Element 4 – Festival Park and Community Promenade. The 2003 EIR, as amended, identified no direct impacts to the visual character of Exposition Park.

The 2020 Master Plan Element 4 – Festival Park and Community Promenade, located at the southeastern corner of Exposition Park and at existing surface parking lots 4, 5, 6, and VIP Parking, would replace four asphalt surface parking lots with an approximately 14.2-acre landscaped recreational area with pedestrian circulation paths, wayfinding and gateway signage, and recreational features such as a playground, a skate park, an expansive lawn open space, and a viewing plaza with an iconic viewing structure. By replacing asphalt parking lots with landscaped recreation area, Element 4 would improve the visual character of the southern portion of Exposition Park and visually reinforce the intended park setting for Exposition Park, which currently contains more green space, including shade trees, in the central and northern areas of the property. The proposed features of Element 4 would be consistent with the visual character of permitted uses within the Coliseum District Specific Plan area by providing a below-grade multi-level parking structure with parking payment structure, a public plaza, signs that would be required to comply with Section 11 of the Coliseum District Specific Plan, and provision of additional trees along the southern edge of the LAFC stadium. As stated in the Project Description, the iconic viewing structure would be less than 200 feet high (for FAA air navigation safety) and intended to gain views of the

Los Angeles Downtown and basin area and would be visible from outside the park. The Iconic Viewing Structure would not impede directly on any known historic resources. No Los Angeles Historic Preservation Overlay Zones border the Element 4 area, and thus there are no height limitations for the viewing structure that are specifically required for the protection of historic viewsheds. The Iconic Viewing Structure design refinement would occur during the design development of this Element and would entail an iterative process and review with key stakeholders and members of the community. It is anticipated that if advanced, the structure would not impede visual character of existing structures or area within the park and would be reviewed by OEPM to be in substantial conformance with an approved Master Plan and jurisdictional regulations.

Section 3.3. Cultural Resources

Page 3.3-20 has been revised:

Element 4. Element 4 would be bounded by the Banc of California Stadium and the Coliseum to the north, Figueroa St. to the east, MLK Jr. Blvd. to the south, and the Ralph M. Parsons Pre-School and EXPO Center ~~& Rose Garden~~ to the west. As stated in Section 2.4.4, *Element 4 – Festival Park and Community Promenade*, the new Festival Lawn and planned Iconic Viewing Structure (Plaza) would be located in the southern portion of Exposition Park, north of MLK Jr. Blvd, and would not impede directly on any known historic resources. No Los Angeles Historic Preservation Overlay Zones border the Element 4 area, and thus there are no height limitations for the viewing structure that are required for the protection of historic viewsheds. The existing Hoover St. entry road, intersecting MLK Jr. Blvd., would have proposed improvements that would be shared with Element 1 – Threshold and Gateway along MLK Jr. Blvd. such as a cycle track, a ride share/drop-off/pick-up area, landscaping, gateway improvements, wayfinding and crosswalk enhancements. Element 4 would not overlap with any historical resources and thus have no impact.

Page 3.3-27 has been revised to correct a typo in the cultural mitigation measure called for under **Built Environment:**

Impacts to historical resources, either direct, indirect, or cumulative, resulting from Element 2 – Expo Festival Plaza, and Element 9 – Olympic Ring Walk would be reduced to below the level of significance with implementation of Mitigation Measures AESTHETICS-1 AND ~~CULTURAL-1~~ CULTURAL-2.

Section 3.4. Energy

Page 3.4-5 has been revised:

Element 1. Threshold and Gateway: The Threshold & Gateway includes Exposition Boulevard north of the Master Plan Area, Figueroa Street to the east, and Martin Luther King Jr. Boulevard to the south. There are no existing parking spaces along Exposition Boulevard, Vermont Avenue, Figueroa Street, and Martin Luther King Jr. Boulevard; 1 student drop-off area on Figueroa; 11 ~~13~~ bus stops along all four streets; and 2 Metro E Line stops along Exposition Blvd.

Page 3.4-6 has been revised:

There are six existing public parking lots/structures at Exposition Park: the Natural History Museum of Los Angeles County parking structure near the northwestern corner of the park; the Visitor Parking Structure on the eastern side of the park immediately south of the California African American Museum; the Los Angeles Football Club (LAFC) Parking Lot south of the Coliseum; and surface parking Lots 4, 5, and 6 located south of the Coliseum and Banc of California Stadium. The existing surface parking lots along MLK Jr. Blvd. between Figueroa St. and Ralph M. Parsons Pre-School/EXPO Center ~~& Rose Garden~~ (parking lots 4, 5, 6 and VIP parking) provide 1,600 vehicular parking spaces.

Section 3.7. Hazards and Hazardous Materials

Page 3.7-16 has been revised:

Mitigation Measure HAZ-1 would require soil sampling for locations of improvements within Elements 4 and 5. In addition, handling of hazardous materials in relation to construction of the refined project would be in accordance with the Toxic Substance Control Act, Hazardous Material Transportation Act, Resource Conservation and Recovery Act, Certified Unified Program Agency, and Californian Accidental Release Prevention Program.

Section 3.7. Hazards and Hazardous Materials

Page 3.7-17 has been revised:

There are five schools located within one-quarter mile of Exposition Park, including two schools located within the park. Alexander Science Center School is located within Exposition Park, on the northeast corner adjacent to Element 1. Ralph M. Parsons Preschool is located within the EXPO Center ~~& Rose Garden~~ near the southwestern corner of Exposition Park, between Elements 4 and 5.

Page 3.7-18 has been revised to correct a typo under CEQA question (f):

As documented in the Initial Study, the refined project would result in no impacts to hazards and hazardous materials in relation to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

Section 3.8. Population and Housing

Page 3.8-4 has been revised:

However, there a wide variety of residential housing types located north, south, and west of Exposition Park in the South Los Angeles Community of the City. The dominant land use in the South Los Angeles Community Plan Area is residential.

Page 3.8-7: The response to CEQA question (a) has been revised to state a **less than significant impact** to population and housing rather than **no impact**. The response has been revised as follows:

- (a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The refined project would result in ~~no~~ less than significant impacts to population and housing in relation to inducing substantial unplanned direct or indirect population growth in the area. The refined project would not be expected to exacerbate the growth of population or housing beyond the levels projected by the City of Los Angeles and SCAG, as the refined project is intended to serve existing and anticipated residents, workers, visitors, and the transit population.

The refined project would result in no direct impacts to population growth because it would not involve the construction of new housing units or businesses. The refined project would result in no indirect impacts because it is fully supported by existing infrastructure; vehicular, bicycle, walking, bus, and light rail access; and utility services. The refined project would not construct new roads or infrastructure; it is limited to pedestrian and vehicular access and gateway improvements (Elements 1, 2, 4, 5, 6, and 8), a solar garden (Element 3), relocating above-surface parking underground (Element 4), pervious and impervious surfacing (Elements 1, 2, 4, 5, 6, 7, 8, and 9), and trees and understory planting (Elements 1, 2, 4, 5, 6, 7, 8, and 9).

Element 4 would include an Iconic Viewing Structure located in the southern portion of Exposition Park. The development of the structure would not induce unplanned population growth and would not generate the need to obtain employees such as security guards and attendants from outside of the south Los Angeles area. The refined project site is an existing park, and the development of tourist attractions such as the Iconic Viewing Structure would not cause a substantial increase in visitors to Los Angeles. According to SCAG's City of Los Angeles 2019 Local Profiles Report, between 2000 and 2018, the City of Los Angeles had a population of 3,694,742 residents in 2000 and 4,059,665 in 2018.²³ This represents a growth rate of 9.9 percent. According to the Housing Element of the City General Plan, the City of Los Angeles is anticipated to reach a population of 4,320,600 by 2035.²⁴ As identified by SCAG, the population in the city is expected to continue to increase; however, this increase would not be a direct result of the development of the structure. Additionally, an increase of less than 10 percent of employees would be needed as a part of the project. This minor increase in employment would not induce substantial population growth in the area. There are sufficient available labor supplies within 30 miles of the refined project site to support design, construction, operation, and maintenance of the facilities.²⁵

There is an existing light rail transit network that provides significant transportation infrastructure to accommodate the refined project area, include two Metro E Line light rail stations at the northern border of the refined project area on Exposition Park Blvd.²⁶ There is also a station of the Silver Line (BRT running in the HOV lanes of the I-110) within two blocks of the park, and LA Metro is currently planning a new BRT line that would run along Vermont Avenue. In addition to being well-served by public transportation, the refined project area is located in close proximity to the dense urban area of Downtown Los Angeles, which is well-served by existing infrastructure. The refined project area is approximately 50 feet west of I-110 and approximately 1.3 miles south of I-10, as well in close proximity to other major

transit corridors, such as State Route 101 and I-5 in Downtown Los Angeles, that connect throughout the region. The refined project area is adequately served by infrastructure and utilities and would not require extension of new roads or other infrastructure.

The refined project would not result in a substantial increase in population as a result of the proposed construction activities or operations. The construction and operations needs include construction labor for the duration of the project and operation of the new facilities, such as staffing and maintaining the proposed Visitors Center and green spaces. An increase of less than 10 percent of staff may also be needed to operate the Iconic Viewing Structure, which is intended to provide a place from which one could gain views of Downtown Los Angeles and the Los Angeles Basin. These changes would not increase staff such as to induce substantial unplanned population growth. There is sufficient labor availability within 30 miles of the refined project site to support design, construction, operation, and maintenance of the facilities.²⁷ The refined project area is located in the center of a dense urban area with a high population and readily available workforce, and labor needs would be met through the available labor in Los Angeles. The labor force as of October 2019 of the City is 5,161,500 with an unemployment rate of 4.5 percent.²⁸ October 2019 construction industry data in the Los Angeles-Long Beach-Glendale District starts at 160,300 employed, up from 144,800 at the beginning of 2019.²⁹ Therefore, there is sufficient labor supply within the City to support construction, operation, and maintenance of the facilities and programs contemplated by the refined project. Local contractors and employees would be available and would not require labor forces to move to or near the refined project area as a direct result of the refined project. Therefore, ~~there would be no~~ the refined project would result in less than significant impacts.

²³ Southern California Association of Governments. May 2019. Profile of the City of Los Angeles. <https://www.scag.ca.gov/Documents/LosAngeles.pdf>

²⁴ City of Los Angeles Department of City Planning. Adopted December 3, 2013. City of Los Angeles General Plan. Chapter 1: Housing Needs Assessment. <https://planning.lacity.org/odocument/899d18c9-eb79-4540-b3eb-1d42615394ee/ch1.pdf>

²⁵ Employment Development Department.2020. Monthly Labor Force Data for Cities and Census Designated Places (CDP). Retrieved from: <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-about-the-data.html>

²⁷ Employment Development Department.2020. Monthly Labor Force Data for Cities and Census Designated Places (CDP). Retrieved from: <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-about-the-data.html>

Page 3.8-9 has been revised under **Cumulative Impacts** as follows:

The refined project would not contribute to cumulative impacts regarding population growth in consideration of related projects such as the 2028 Olympics, which would be held in the City of Los Angeles including the Los Angeles Memorial Coliseum, as the refined project would neither directly result in construction of housing nor result in the development of infrastructure that would facilitate housing in areas that are not currently planned for housing in the South Los Angeles Community Plan.³³

Although the Olympic games are exempt under CEQA, the increase in population due to the games in the City of Los Angeles would only be for the duration of the games and would therefore, be temporary. Therefore, the refined project would result in no impacts to population and housing and would therefore not contribute to cumulative impacts when compared to the related projects.

The development of visitor/tourist attractions as a part of the refined project would not cause significant cumulative impacts regarding inducing population growth in Los Angeles. The development of the refined project would cause an increase of less than 10 percent of new employment within an urbanized location with a local labor force available.³⁴ Additionally, the refined project would not directly displace people as there is no permanent population residing within the boundaries of the project site and no housing units would be removed as apart of project. Therefore, the refined project would not contribute incrementally to cumulative impacts in regard to the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. The purpose of the refined project is to provide a unified vision for Exposition Park that would help guide the long-term development, growth, and financial and environmental sustainability of the park. The refined project would not result in a substantial increase in population as a result of proposed construction activities or operations. In addition, the refined project would not lead to unplanned population growth or displacement of residents. The refined project would be consistent with regulations, plans and policies related to population and housing.

³³ City of Los Angeles Department of City Planning. Adopted November 22, 2017. South Los Angeles Community Plan. https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf

³⁴ United States Census Bureau. n.d. Quick Facts Angeles City, California. <https://www.census.gov/quickfacts/fact/table/losangelesciticallifornia/LFE041218>

Section 3.9. Transportation

Page 3.9-2 has been revised to include information about Section 15064.3(a) of the State CEQA Guidelines:

Section 15064.3(a) of the State CEQA Guidelines

CEQA Guidelines Section 15064.3(a) states that “other relevant considerations [in the evaluation of transportation impacts] may include the effects of the project on transit and other non-motorized travel.” This is further detailed in the Governor’s Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, which states,¹

“Lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all

projects that impose burdens on the entire transportation system, since transit can broadly improve the functionality of the transportation system."

¹ Governor's Office of Planning and Research. December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Available at https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. P.19.

Page 3.9-4 has been revised:

The current roadway network in the vicinity of Exposition Park consists of a regional highway and an arterial and local residential-oriented road network. Interstate 110, a north-south direction freeway, is located approximately 0.1 mile east of the refined project area, with freeway entrances and exits onto MLK Jr. Blvd. to the southeast of Exposition Park ~~the refined project area~~ and West 37th Street to the east of Exposition Park ~~the refined project area~~, as well as a FastTrak entry/exit on 39th Street (see Figure 2.1-2, *Local Vicinity Map*). Vehicular access to Exposition Park is currently provided from West Exposition Boulevard (Exposition Blvd.) to the north ~~of the refined project area~~, South Figueroa Street to the east, MLK Jr. Blvd. to the south, and Vermont Avenue to the west.

Page 3.9-4: The discussion of vehicle miles traveled has been revised:

Vehicle Miles Traveled

Exposition Park is a developed State-owned public park with major sports and entertainment venues (the Los Angeles Memorial Coliseum (Coliseum) and Banc of California Stadium), museums (including the California Science Center, Natural History Museum of Los Angeles County, the California African American Museum, and the under-construction Lucas Museum of Narrative Art (Lucas Museum), the EXPO Center ~~& Rose Garden~~, and other features.

High Quality Transit Area

As stated in Chapter 2, Project Description, Exposition Park is located within a SCAG-mapped High Quality Transit Area (HQTa), an urbanized location, well-served by transit, in close proximity to high-density urban development.⁵ Exposition Park is served by 13 bus lines operated by the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle. There are 95 bus stops and 3 LA Metro E Line light rail stops within a half-mile radius of the refined project area (see Figure 2.3-1, *Public Transit in Project Vicinity*). As stated in Section 2.3, Environmental Setting, LA Metro operates seven bus lines around the perimeter of Exposition Park (Lines 40, 81, 102, 200, 204, 550, and Rapid Line 754). LADOT operates two DASH bus lines around the perimeter of Exposition Park (Line F and Southeast). There are 11 bus stops adjacent to Exposition Park:

- Four to the north along Exposition Boulevard, at Vermont Avenue (102, 550, DASH Line F), Watt Way (102, 550, DASH Line F), Trousdale Parkway (102, 550, DASH Line F), and Figueroa Street (550)
- Three to the east along Figueroa Street, at State Drive (81, 200, 550), 39th Street/Exposition Park Drive (81, 200, DASH Southeast), and Martin Luther King Jr. Boulevard (81, DASH Southeast)

- One to the south along Martin Luther King Jr. Boulevard, at Hoover Street (40)
- Three to the west along Vermont Avenue at MLK Jr. Boulevard (40, 204, 754, DASH Southeast), Leighton Avenue, and 39th Street

The Metro E Line operates weekday peak service along Exposition Boulevard in the ROW immediately north of Exposition Park, 24 hours per day, 7 days per week, as often as every 6 minutes in both directions. The three LA Metro E Line light rail stops within a half-mile of Exposition Park are

1. **Expo Park/USC Station**, located within the median along Exposition Boulevard to the north of the Exposition Park Rose Garden (in the northern portion of Exposition Park), provides transit/pedestrian access to Exposition Park via a standard continental crosswalk with pedestrian crossing light signal facilitates access to Exposition Park (to the south) or the USC campus (to the north).
2. **Expo/Vermont Station**, within the median along Exposition Boulevard to the north of Jesse Brewer Jr. Park (near the northwestern corner of Exposition Park), provides transit/pedestrian access to Exposition Park via two continental crosswalks with standard traffic signals (at Vermont Avenue and at Bill Robertson Lane) to facilitate access to Jesse Brewer Jr. Park within Exposition Park (to the south) or the USC campus (to the north).
3. **Jefferson/USC Station**, located along the eastern side of Flower Street immediately north of Jefferson Boulevard (approximately 0.3 mile northeast of Exposition Park) provides transit/pedestrian access to Exposition Park via a network of standard crosswalks across Jefferson Boulevard, Flower Street, Figueroa Street, Exposition Boulevard, and 37th Street.

Bicycle Routes

There are existing bike lanes on Figueroa Street along the eastern edge of Exposition Park as well as on Hoover Street south of MLK Jr. Blvd. Vermont Avenue is designated as a Tier 3 bicycle lane (sharrow) street between Exposition Blvd. and West 39th Street along the western border of Exposition Park as per the Los Angeles Mobility Plan 2035. The Mobility Plan also designates Exposition Blvd. for Tier 2 Bicycle Lanes and Figueroa Street and MLK Jr. Blvd. for Tier 1 Protected Bicycle Lanes. West of Vermont Avenue, Exposition Blvd. provides dedicated bicycle lanes.

Page 3.9-6: The response to CEQA question (a) has been revised:

(a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

As documented in the Initial Study, the refined project would result in less than significant impacts to transportation in relation to conflicting with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The refined project would be consistent with the SCAG Regional Comprehensive Plan (RCP), the SCAG 2016-2040 RTP/SCS, the Mobility Element of the City General Plan 2035, LA Metro's Metro Adjacent Development Handbook (provided by LA Metro and included in Appendix V to the SEIR),¹⁴ and the Congestion Management Program (CMP). The

~~refined project would provide recreational space in an urbanized location and HQTA. The refined project would effectively encourage use of active transportation. The refined project would implement protected cycle tracks and improving bicycle safety. The refined project would increase pedestrian capacity and accessibility. The refined project would improve existing open space and install additional quantities of open space. The refined project would also increase pedestrian and vehicle accessibility with drop-off routes and other enhancements.~~

SCAG RCP and RTP/SCS

The SCAG RTP/SCS is a State- and federally-mandated long-range planning document that seeks to guide land use growth toward more compact communities rather than suburban sprawl in order to reduce air pollution and greenhouse gas emissions. This requires that urban neighborhoods be provided with efficient and robust public transportation, safely walkable and bikeable communities, and preserved natural land whenever possible.

The refined project would support the following goals of the SCAG RTP/SCS:

- Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.

In support of Goals 6 and 8, the refined project would improve outdoor open space and the recreational and cultural facilities at Exposition Park and minimize the visibility of automobile parking options. It would also improve bicycle facilities along most of the perimeter of Exposition Park and walking facilities throughout the interior. Because it is located adjacent to two Metro E Line stops and is served by 13 bus lines (immediately adjacent to 11 bus stops), Exposition Park is easily accessible by public transportation, further encouraging active transportation modes and improving air quality.

Most of the goals and policies of the SCAG RTP/SCS are to be implemented at the regional level rather than by individual projects, and the refined project would not interfere with implementation of any other goal or policy of the SCAG RTP/SCS. Therefore, the refined project is consistent with the SCAG RTP/SCS.

City General Plan

City Mobility Plan

The City Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments and Healthy Communities

The refined project would support City Mobility Plan Policy 1.1, Roadway User Vulnerability, and Policy 2.6, Bicycle Networks, by implementing protected cycle tracks adjacent to Exposition Boulevard, Figueroa Street, and MLK, Jr. Boulevard, improving bicycle safety on those streets with a separated cycle track within the curb line of the existing park property (Element 1). It would support Policy 2.1, Adaptive Reuse of Streets, by modifying Bill Robertson Lane to provide a three-lane cross-section (including a two-way left-turn lane), sharrows for bicycles, dedicated loading zones, and zero curbs for enhanced pedestrian capacity and accessibility (Element 5). It would support Policy 2.3, Pedestrian Infrastructure, by improving the pedestrian experience throughout the Project site. It would support Policy 4.4, Community Collaboration, through the improvement of existing open space and installation of additional quantities of open space designed for gathering at Exposition Park. It would support Policy 4.13, Parking and Land Use Management, by replacing surface parking at Lots 4, 5, and 6 with a festival park over structured parking, providing a large new space for public gathering (Element 4). The Project would not interfere with any other policies or programs of the City Mobility Plan and would, therefore, be consistent with it.

Community Plan

Exposition Park is located within the boundaries of the South Los Angeles Community Plan. The refined project would support Community Plan Policy LU1.3, Parks and Open Space, by improving and adding open space and pedestrian networks at Exposition Park. It would similarly support Policy LU7.14, Street Vending, as the addition of public gathering space provides additional opportunities for street vending. It would support Policy LU11.3, Green Building Practices, by converting surface parking to subterranean structured parking topped with green space and covering the Visitor Parking Lot in decorative solar panels (Element 3). It similarly would support Policies LU11.4, Conserve Energy, and LU11.6, Implement Sustainability Policies, through the solar panels and the sunken lawns in Element 8, which double as retention basins. The refined project would support Policies LU19.8, Streetscape Plans, and LU19.9, Transit Access, through pedestrian improvements and integrated connectivity to the Metro E Line stations along Exposition Boulevard.

As stated in Chapter 2, *Project Description*, the purpose of the refined project is to provide a unified vision for the site and help guide the long-term development, growth, and financial and environmental sustainability of Exposition Park. The refined project would guide the development of Exposition Park during a 25-year period to link Exposition Park to the surrounding City of Los Angeles by connecting the park's segments to one another and encouraging the community members and visitors to linger with the inclusion of more plentiful pathways, plantings, and visitor amenities. The refined project would connect the park's segments by improving pedestrian and recreational use of the spaces between its buildings and relocating surface parking spaces to a below-grade parking structure. Five of the six objectives of the Master Plan (1 – community and culture, 2 – sports and entertainment, 3 – health and wellness, 4 – safety and access, and 5 – science and nature) are tied to the vehicular, pedestrian, and cyclist experience of the park. The refined project would address multi-modal transportation within Exposition Park (Table 3.9-1, *Transportation Improvements by Element*).

TABLE 3.9-1
TRANSPORTATION IMPROVEMENTS BY ELEMENT

<u>Master Plan Element</u>	<u>Vehicular Improvements</u>	<u>Pedestrian Improvements</u>	<u>Bicycle Improvements</u>
1. Threshold and Gateway		X	X
2. Expo Festival Plaza		X	
3. Solar Garden	X	X	
4. Festival Park & Community Promenade	X	X	
5. Bill Robertson Lane	X	X	
6. Museum Walk		X	
7. CAAM Sculpture & Garden		X	
8. Zanja Madre		X	
9. Olympic Ring Walk		X	

The refined project would support Community Plan Policy M4.1, Priority Bikeways, by installing protected cycle tracks on Figueroa Street and MLK, Jr. Boulevard (Element 1), which are designated by the Community Plan as priority bicycle streets. (The refined project would also implement a protected cycle track on Exposition Boulevard, which is not a priority bicycle street.) It would also support Policy M9.3, Multimodal Options and Connectivity, by emphasizing pedestrian infrastructure within Exposition Park, bicycle infrastructure around the perimeter and on Bill Robertson Lane, and connections to existing public transit service. The refined project would support Policy M10.3, Parking Structures, by replacing surface Lots 4, 5, and 6 with a subterranean parking structure.

The refined project would support Policy CF8.1, Maintain and Improve Existing [Recreational] Facilities. It would support Policy CF12.2, Accommodate Active Park Uses, by providing additional open space. It would support Policy CF13.2, Street Trees, by installing street trees on Bill Robertson Lane and around the refined project perimeter. It would support Policy CF19.4, Rainwater Harvesting, through the sunken lawns in Element 8. It would support Policy CF20.5, Reduce Greenhouse Gas Emissions, through the installation of solar panels over the top level of the Visitor Parking Structure (Element 3). The refined project would not interfere with any other policies in the Community Plan. Therefore, it is consistent with the Community Plan.

Metro Adjacent Development Handbook

OEPM and the Master Plan design consultant have reviewed the proposed Exposition Park Master Plan in relation to the *Metro Adjacent Development Handbook* (Appendix V) identifying common concerns for development adjacent to transit facilities.¹⁵ Several of the guidelines in the *Metro Adjacent Development Handbook* are applicable to the Master Plan:

- 1.1 – Supporting Transit-Oriented Communities
- 1.2 – Enhancing Access to Transit
- 1.9 – Driveways / Access Management
- 1.10 – Bus Stops and Zones Design

The refined project is consistent with all of the applicable recommendations under each of those guidelines.

1.1 – Supporting Transit-Oriented Communities

The refined project would provide recreational space in an urbanized location and HQT. The refined project would effectively encourage use of active transportation. The refined project would implement protected cycle tracks and improving bicycle safety. The refined project would improve existing open space and install additional quantities of open space to serve the surrounding communities, as well as enhancing the recreation experience for those who travel to or through Exposition park by transit, bus, vehicular, and bicycle and pedestrian connections

1.2 – Enhancing Access to Transit

The refined project would increase pedestrian capacity and accessibility. The refined project would also increase pedestrian and vehicle accessibility with drop-off routes and other enhancements.

1.9 – Driveways / Access Management

The Master Plan retains driveway connections that provide access to and egress from streets surrounding Exposition Park. In addition, Section 2.5.2, *Project Design Features and Regulatory Compliance Measures*, provides a commitment on the part of OEPM to ensure that tree installations, contemplated in conjunction with Master Plan elements, are coordinated with City of Los Angeles StreetsLA and Metro prior to installation to maintain line-of-sight for motorists, cyclists and pedestrians, to minimize the potential for driveway and access conflicts.

1.10 – Bus Stops and Zones Design

The Master Plan retains bus service on streets surrounding Exposition Park. In addition, the Project Description provides a commitment on the part of OEPM to ensure that tree installations, contemplated in conjunction with Master Plan elements, are coordinated with City of Los Angeles StreetsLA and Metro prior to installation to maintain line-of-sight for motorists, cyclists and pedestrians, to minimize the potential for bus stop and Metro station conflicts.

OEPM and the Master Plan design consultant have reviewed the proposed Exposition Park Master Plan in relation to the SCAG Plans, the City Mobility Element, and *Metro Adjacent Development Handbook* to ensure the compatibility and consistency of the proposed development, in conjunction with operation of adjacent transit facilities, and facilitation of alternative modes of travel.

14 Los Angeles County Metropolitan Transportation Authority. January 2020. Metro Adjacent Development Handbook: A Guide for Cities and Developers. Available at https://media.metro.net/projects_studies/joint_development/images/mad_handbook.pdf

15 Los Angeles County Metropolitan Transportation Authority. January 2020. Metro Adjacent Development Handbook: A Guide for Cities and Developers. Available at https://media.metro.net/projects_studies/joint_development/images/mad_handbook.pdf

Page 3.9-7 has been revised following the extracted passage from SB 743:

Based on standard trip generation metrics for a public park, the refined project would not result in any increase in vehicular trip generation because it would not expand the land area of Exposition Park nor the parking capacity. As with the approved LMNA (Addendum No. 4 to the 2003 EIR), the refined project would move surface parking underground; it would not substantially alter the number of available parking spaces at Exposition Park. Any potential increase in attendance to Exposition Park as a result of the refined project would be the result of improved aesthetics, placemaking, and open spaces. Part 1 of Section 15064.3(b) of the CEQA Guidelines states that, generally, a land use project within one-half mile of either an existing major transit stop or a stop along an existing High-Quality Transit Corridor (HQTC) should be presumed to cause a less than significant impact.

Page 3.9-8: The response to CEQA question (c) has been revised:

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The refined project would result in less than significant impacts to transportation in relation to substantially increasing hazards due to a design feature or incompatible use. A transportation impact analysis was conducted to evaluate potential impacts as a result of the findings of the Initial Study regarding a potential for conflicts between vehicular access and cycle tracks around the perimeter of Exposition Park (Appendix IV). As stated in Chapter 2, Project Description, the refined project has been designed to be consistent with all of the recommendations under the Metro Adjacent Development Handbook guidelines, to ensure that the design of the refined project elements do not conflict with public transit or other nearby infrastructure (see Appendix V). All refined project features that could affect Metro facilities or operations would be designed in consultation with Metro to ensure that all access criteria are met throughout construction and operation or Master Plan improvements approved by the Board of Directors for Exposition Park and the California Science Center. All improvements along parkways would be coordinated between OEPM, the City of Los Angeles StreetsLA, and LA Metro to ensure that tree species, height, and canopy shape and root systems are taken into consideration during the selection process to minimize conflicts with visibility for transit operators and minimize conflicts within sidewalks and roads. The refined project would minimally alter access and circulation at Exposition Park compared to the existing condition. It would install new access points and passenger loading on MLK Jr. Blvd. and protected cycle tracks on Exposition Blvd., Figueroa Street, and MLK Jr. Blvd. There are currently four main entryways that provide vehicular access to the refined project area: from Exposition Park Drive at Bill Robertson Lane, Figueroa Street at 39th, MLK Jr. Blvd. at Hoover Ave., and MLK Jr. Blvd. at Bill Robertson Lane.

Access and Loading on MLK Jr. Blvd.

The refined project would install new direct-access ramps to and from Westbound MLK Jr. Blvd. to access the proposed subterranean parking structure (Element 4) which would allow visitors to enter and exit the parking structure without impeding westbound traffic on MLK Jr. Blvd. The refined project would provide new access to the proposed parking structure off MLK Jr. Blvd. along with a pick-up/drop-off area in the same general location. The pedestrian and bicycle traffic would be routed around the ramps within the Element 4 open space preventing conflict with vehicular traffic.

The refined project would also dedicate a passenger loading area adjacent to Element 4 between the entry and exit ramps to the subterranean parking structure. This area, intended primarily to accommodate transportation network companies such as Uber and Lyft but available for any passenger pick-up or drop-off operations, would be installed in a turnout separated from westbound traffic by a concrete median, thereby improving safety for passengers and drivers compared to loading in the curb lane, as often occurs today with no permanent facilities to accommodate passenger loading.

OEPM would work with City of Los Angeles staff to identify the best way to minimize mid-block U-turns of vehicles looking to arrive from or depart to eastbound MLK Jr. Blvd. (whether for the passenger loading area or the subterranean parking structure), such as signage or a physical median on MLK Jr. Blvd. Additionally, to ensure that neither the parking entry nor the passenger loading area entry cause congestion on MLK Jr. Blvd., the City's event traffic control plan would be adjusted to provide active traffic control (i.e., traffic control officers along with signage and traffic cones as necessary) at those entrances.

The proposed new driveways would be designed according to City building code and other LADOT standards. The driveways would be reviewed by the Department of Building and Safety, Bureau of Engineering, and LADOT as needed to ensure safe pedestrian and vehicular design. The refined project would not include any sharp curves or otherwise dangerous features in the design, and therefore, no significant impact would occur as a result of potential design hazards.

The refined project would have little effect on access to Exposition Park as compared to current conditions. The primary change affecting access is that existing surface parking north of Martin Luther King Jr. Boulevard would be replaced with a subterranean parking structure. The structure would have access internal to Exposition Park by way of the intersection of Hoover Street & Martin Luther King Jr. Boulevard (already a primary entrance to the similarly-sized surface parking lots), direct access to Figueroa Street south of the Bank of California Stadium (at the location of an existing driveway to the surface parking), and via ramps on westbound Martin Luther King Jr. Boulevard between Hoover Street and Figueroa Street (replacing an existing driveway to the surface parking lots). The former two locations are located near existing LA Metro bus stops, while the latter location (and only location with a significant redesign) is not located near any bus stops. Therefore, the refined project would not result in new impacts to on-street transit and pedestrian traffic.

It should also be noted that while the refined project itself would have no impact on vehicular access on Vermont Avenue, the under-construction LMNA would close 39th Street at Vermont Avenue to vehicular traffic, with the possible exception of large event days when it could continue to operate in a manner similar to its operation prior to commencement of construction of the LMNA. Construction and operation of the LMNA is not an element of the proposed Exposition Park Master Plan, but was taken in to consideration in the cumulative impact analysis as an approved project, under construction, that would be operational at the time of implementation of the elements of the refined project that are approved for implementation by the Board.

The seven mitigation measures identified in the 2003 EIR for the approved Coliseum Renovation project would continue to apply for the project in order to reduce transportation

impacts of the completed Coliseum renovation, including the approved Coliseum District Specific Plan and LMNA:

1. Facilitation of vehicle movement by implementing turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage;
2. Electronic ticketing replaced parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot backup;
3. Real time radio alerts and broadcasts;
4. Changeable Message Signs used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots;
5. Carpool incentive system to reduce the number of overall vehicle trips;
6. Alternate parking sites located away from the Coliseum; and
7. Existing turn prohibitions.

Vermont Corridor and Environs

The refined project elements do not extend west of Bill Robertson Lane (approximately 400 feet east of Vermont Avenue), other than cycle tracks to be considered for Exposition Boulevard and MLK Jr. Boulevard between Vermont Avenue and Figueroa Street. As stated in Chapter 2, *Project Description*, the refined project would not add egress points along Vermont Avenue. The subterranean parking structure proposed north of MLK Jr. Boulevard (Element 4) would have multiple egress points on MLK Jr. Boulevard as well as one on Figueroa Street (the existing entrance/exit driveway along MLK Jr. Boulevard for Parking Lot 6 would be replaced with 1 entrance-only and 1 exit-only driveway). The existing surface parking lot at the same location as Element 4 has an unsignalized driveway to MLK Jr. Blvd. that currently functions similarly to the proposed direct ramp, in that it only allows right-turns to MLK Jr. Blvd. when in use.

The primary egress on MLK Jr. Boulevard would be via the signalized intersection of Hoover Street and MLK Jr. Boulevard, which allows vehicles to turn left (east) toward Interstate 110. The secondary egress would be a direct ramp to westbound MLK Jr. Boulevard. For drivers seeking to travel east on MLK Jr. Boulevard, operational measures (such as guide signage within the parking structure) would help to direct them to the exit on Hoover Street or to Figueroa Street. Drivers who inadvertently exit to westbound MLK Jr. Boulevard may turn left or U-turn at Hoover Street, Bill Robertson Lane / Menlo Avenue, or Vermont Avenue. On large event days, it is possible that the direct ramp to westbound MLK Jr. Boulevard would only be opened for outbound operation, during which LADOT traffic control officers implement detailed traffic management and control plans. Therefore, the potential impact of refined project left-turns or U-turns on transit operations on Vermont Avenue are minimal and would be insignificant in comparison to ambient traffic levels already traveling through the intersections in question.

The refined project would not involve cycle track or other improvements along Vermont Avenue, the second busiest bus corridor in Los Angeles County (see Figure 2.4-1, *Proposed Master Plan*). At the northwestern corner of Exposition Park, the intersection of Exposition Boulevard and Vermont Avenue, Element 1 – Threshold and Gateway of the Master Plan would involve installation of a planting area with street trees, a cycle track, and a sidewalk immediately north of the existing Jesse Brewer Jr. Park, which would be confined within the existing curb line of the park (see Figure 2.4.1-1, *Proposed Master Plan Element 1 – Threshold and Gateway*). There would be no modifications to the existing lanes along

Exposition Boulevard. At the southwestern corner of Exposition Park, Element 1 would involve installation of a planted parkway, and cycle track to the south of Soboroff Playfield, which would also be confined within the existing curb line of the park (see Figure 2.4.1-1). The underground parking ramp at MLK Jr. Boulevard (Element 4) would be located at a distance of approximately 0.3 mile east of Vermont Avenue, to the east of Bill Robertson Lane and S. Hoover Street. For both the northern intersection with Exposition Boulevard and the southern intersection with MLK Jr. Boulevard, the cycle tracks would terminate at Vermont Avenue, prior to the intersection, adjacent to existing bus stops (see Figure 2.3-1).

Furthermore, the refined project, including approved project elements, would not contribute cumulatively towards an increased hazard along Vermont Avenue. The approved and currently under construction LMNA adjacent to Vermont Avenue is using Bill Robertson Lane as a construction vehicle route, avoiding Vermont Avenue (see Addendum No. 4 to the Los Angeles Memorial Coliseum EIR). For the LMNA, Bill Robertson Lane is the primary thoroughfare, except for one completed underground parking garage entrance/exit on Vermont Avenue at Leighton Avenue. As stated in Chapter 2, *Project Description*, the southern underground parking structure below LMNA has been completed, with an entrance along Vermont Avenue and two entrances along Bill Robertson Lane. The second (northern) underground parking structure for the approved LMNA is under construction and would include two entrances along Bill Robertson Lane only (no entrances along Vermont Avenue). Therefore, the refined project would not affect LA Metro's decision-making regarding high-quality transit on Vermont Avenue. Therefore, the refined project would not substantially increase hazards due to a geometric design feature or incompatible uses along the Vermont Corridor or be expected to conflict with the planned 12.4-mile Vermont Transit Corridor project, an LA Metro Bus Rapid Transit (BRT) project that would be located immediately west of Exposition Park (see Table 2.7-2, *Projects under Consideration*).¹⁸

Cycle Tracks

The refined project would install new protected cycle tracks ~~on~~ within the Exposition Park curb line along Exposition Blvd., Figueroa Street, and MLK Jr. Blvd. Along ~~On~~ Exposition Blvd., the only bicycle-vehicle conflicts from this cycle track would be at Bill Robertson Lane and at a delivery driveway near Figueroa Street, neither of which would result in a hazard (see Appendix IV). At Bill Robertson Lane, the cycle track would give way to a standard continental crosswalk, alerting riders to proceed with caution as at any intersection. The delivery driveway carries minimal vehicular traffic and visibility is good for both drivers and cyclists.

Along ~~On~~ Figueroa Street, the protected cycle tracks would result in a similar condition at vehicular crossing points (including at State Street, 39th Street / Christmas Tree Lane, and just south of the BoCS) as exists today with on-street bicycle lanes and would not result in any additional hazard. Along ~~On~~ MLK Jr. Blvd., the protected cycle tracks would be routed around the north side of the proposed new access points at Element 4, maintaining complete separation of vehicular and bicycle traffic, thus not resulting in a hazard (Appendix IV).

The 11 bus stops on Figueroa Street, MLK Jr. Boulevard, and Exposition Boulevard may be temporarily or permanently modified by the refined project's proposed cycle tracks, though detailed design of the cycle tracks is not part of the Master Plan. Additionally, construction of the subterranean parking structure north of MLK Jr. Boulevard would likely require temporary modification of the two adjacent bus stops on Figueroa Street and MLK Jr.

Boulevard. However, as stated in Chapter 2, OEPM has committed that all refined project features that could affect LA Metro facilities or operations would be designed in consultation with LA Metro to ensure that all access criteria are met throughout construction and operation. Therefore, the refined project would not result in significant impacts to any of these transit stops.

In a public comment letter, LA Metro noted that during large events at Exposition Park, there is heavy pedestrian traffic between Exposition Park and the two Metro E Line stations along Exposition Blvd. and, during post-event egress, substantial queues of pedestrians waiting to board E Line trains in a controlled area along Exposition Blvd. LA Metro expressed concern that the proposed cycle track along Exposition Blvd. could interfere with these operations and lead to unsafe conflicts between pedestrians and bicyclists. However, even with the proposed cycle track, there would be sufficient remaining space between the Rose Garden and the cycle track (approximately 125 feet) to accommodate both the cycle track and queued pedestrians for the Metro E Line. During major events, when Metro controls this operation, event-day signage could be placed on the cycle track requiring riders to dismount and walk their bikes through the controlled zone and enacting event-day restrictions, and permanent signage could be placed on the cycle track to warn both pedestrians and bicyclists about the potential conflict at the major crossing points. As stated in the Project Description, the cycle track design would be subject to additional review by affected stakeholders, including LA Metro, to ensure that the design of the cycle tracks and other refined project elements do not conflict with public transit or other nearby infrastructure. With these measures, there would be no significant safety impact resulting from the installation of the cycle track on Exposition Blvd. (Appendix IV).

There would be no compatibility issues with proposed updates to the existing park and parking structure that would require traffic engineering design features or incompatible uses. The refined project would not change the current land use at or surrounding Exposition Park. The refined project mainly consists of aesthetic upgrades and improvements to existing spaces as well as the construction of a subterranean parking structure, a dining area and plaza, a children's playground, open spaces, pedestrian paths, solar panels, and a skate park. Construction work would occur within the existing facility. The design components have been reviewed and coordinated with the LADOT. The driveways would be reviewed by the Department of Building and Safety, Bureau of Engineering, and LADOT as needed to ensure safe pedestrian and vehicular design. No dangerous curves or intersections are included in the design for the refined project. The refined project does not propose any sharp curves or otherwise dangerous features in the design. There would be no changes to the existing roadway system. Therefore, impacts would be less than significant, and no mitigation would be required.

¹⁸ Los Angeles County Metropolitan Transportation Authority. Accessed July 30, 2020. Vermont Transit Corridor. Available at <https://www.metro.net/projects/vermont-corridor/>

Section 3.10. Tribal Cultural Resources

Page 3.10-8 has been revised under CEQA question (a) to provide an overall response to the question, where previously the responses had been given by Master Plan element. The determination of significance remains the same.

- (a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

The refined project would have the potential to result in significant impacts to tribal cultural resources in relation to causing a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Page 3.10-12 has been revised under CEQA question (b) to provide an overall response to the question, where previously the responses had been given by Master Plan element. The determination of significance remains the same.

- (b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

The refined project would have the potential to result in significant impacts to tribal cultural resources in relation to causing a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant.

Chapter 4. Other CEQA Considerations

Page 4-2 has been revised:

The overall strategy of the refined project is to provide for continued sustainable operation of Exposition Park. Although the use of nonrenewable resources would be required to construct the project, the proposed improvements would facilitate alternative modes of travel to access Exposition Park, inclusive of the eight ~~seven~~ major venues:

- California African American Museum
- California Science Center
- EXPO Center & ~~Rose Garden~~
- Exposition Park Rose Garden
- Banc of California Stadium
- Los Angeles Memorial Coliseum
- Natural History Museum of Los Angeles County
- Lucas Museum of Narrative Art

Page 4-10: Section 4.3, *Effects Found Not to Be Significant*, has been revised under **Noise**:

The refined project consists mainly of upgrading aesthetics and the functionality of existing spaces and their associated uses. The use of additional/reconfigured bike lanes (Element 1) and installed solar panels over the existing Visitor Parking Structure (Element 3) are not expected to increase noise levels during operation. The locations for proposed Elements 2, 3, and 9 would retain the same function as the existing condition and are not expected to increase noise levels during operation. Construction of Element 4 would result in demolition and replacement of three existing surface parking lots along MLK Jr. Blvd. between Figueroa St. and Ralph M. Parsons Pre-School/EXPO Center with a 2,000-space underground garage and top deck Festival Park and Community Promenade area. This conversion would result in a change from automobile noise as a result of ingress, egress, and parking, to noise related to social gathering, walking, talking, and children playing. The refined project would not include an entertainment or event space element. No elements of the refined project would result in an expansion or addition of entertainment venue events, games, or activities and, thus, would not result in new or more significant impacts in relation to noise over existing ambient levels.

Chapter 5. Alternatives

Page 5-6, under **Population and Housing**, has been revised:

Similar to As with the refined project, the No-Project Alternative would result in less than significant ~~no~~ impacts to population and housing. Impacts from the approved project would continue to be less than significant. No unplanned population growth or displacement would occur under this alternative. Impacts would less than ~~be comparable to what could occur under~~ the refined project.

Page 5-7 has been revised:

As with existing conditions, the existing surface parking lots along MLK Jr. Blvd. between Figueroa St. and Ralph M. Parsons Pre-School/EXPO Center ~~& Rose Garden~~ (parking lots 4, 5, 6 and VIP parking) that provide 1,600 vehicular parking spaces would be retained.

Page 5-10 , under **Hazards and Hazardous Materials** and **Population and Housing**, has been revised:

Hazards and Hazardous Materials

Alternative 2: Constrained Master Plan Alternative would result in lesser impacts to hazards and hazardous materials than the Refined Project. Impacts associated with Elements 1, 2, 3, 5, 6, 7, and 9 would be the same as the refined project. Alternative 2 would result in less than significant impacts related to hazards and hazardous materials from construction, operations, and maintenance activities consistent with implementation of the approved project and the provisions of the Coliseum District Specific Plan. The grading and excavation of soils required for Element 4 of the refined project, which have the potential to encounter chemical of potential concern at actionable levels, would be avoided with Alternative 2. Potential impacts related to emitting hazardous emissions or handling hazardous or acutely hazardous materials or waste within one-quarter mile of an existing or proposed school would be reduced. Although Mitigation Measures HAZ-1 and HAZ-2 would still ~~not~~ be required to reduce potential impacts to hazards and hazardous materials for Element 4 5,

mitigation would no longer be required for Element 4. Therefore, impacts to hazards and hazardous materials would be less compared to the refined project.

Population and Housing

As with the refined project, Alternative 2: Constrained Master Plan Alternative would result in ~~no~~ less than significant impacts to population and housing. No unplanned population growth or displacement would occur under this alternative. Impacts would be comparable to what could occur under the refined project.

Chapter 7. References

The following references have been added:

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Appendix V

Public Comments on the Draft SEIR



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

June 1, 2020

Ana M. Lasso
Office of Exposition Park Management (OEPM)
California Natural Resources Agency
700 Exposition Park Drive
Los Angeles, CA 90037
Sent by Email: ana.lasso@expositionpark.ca.gov

RE: 700 Exposition Park Drive – Exposition Park Master Plan
Subsequent Environmental Impact Report (SEIR) – Metro Comments

Dear Ms. Lasso:

Thank you for continuing to coordinate with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Exposition Park Master Plan (Project) located at 700 Exposition Park in the City of Los Angeles (City). We especially want to thank you and your team at OEPM for participating in the Joint Design Workshop on May 15, 2020 between OEPM, Metro, and the City of Los Angeles. The workshop marks the beginning of a productive dialogue between our respective agencies on our collective operations and plans.

Metro submitted a comment letter dated February 21, 2020 (attached) on the Notice of Preparation of the SEIR for the Project. We look forward to continuing our dialogue on the issues raised in the letter and on broader efforts to identify urban design and transportation synergies between OEPM and Metro.

Sincerely,

Shine Ling, AICP
Manager, Transit Oriented Communities

Attachment: Comment Letter dated February 21, 2020



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 21, 2020

Ana M. Lasso
Office of Exposition Park Management
California Natural Resources Agency
700 Exposition Park Drive
Los Angeles, CA 90037
Sent by Email: ana.lasso@expositionpark.ca.gov

RE: 700 Exposition Park Drive – Exposition Park Master Plan
Notice of Preparation of Subsequent Environmental Impact Report (SEIR)

Dear Ms. Lasso:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Exposition Park Master Plan (Project) located at 700 Exposition Park in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the Office of Exposition Park Management (OEPm; Project Sponsor) with specific detail on the scope and content of environmental information that should be included in the Subsequent Environmental Impact Report (SEIR) for the Project. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.¹

Metro recognizes the importance of Exposition Park as a recreational resource for the City and as a venue for major events at its museums and sports stadiums, both today and especially in the future as a site for the 2028 Summer Olympics. Metro also has a major presence near Exposition Park with the E Line (Expo), several major bus lines, and the planned Vermont Transit Corridor project. We would welcome an opportunity to meet with OEPm's design team to identify urban design and transportation synergies and ensure compatibility between our respective operations and plans.

¹ See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

D1.2

In addition to the specific comments outlined below, Metro is providing OEPM with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at www.metro.net/projects/devreview/.

D1.2 cntd

Project Description

The Project would guide the development of Exposition Park during a 25-year period to link Exposition Park to the City of Los Angeles around it. This includes connecting the park's segments to one another by improving pedestrian and recreational use of the spaces between its buildings and moving surface parking spaces underground; and encouraging the community members and visitors to linger with the inclusion of more plentiful pathways, plantings, and visitor amenities.

Recommendations for SEIR Scope and Content

Vermont Transit Corridor – BRT or Rail Service Studies

The Vermont Transit Corridor project consists of providing high-quality transit service along a 12.5-mile long section of Vermont Avenue (Ave.), between Hollywood Boulevard (Blvd.) to 120th Street (St.). Alternatives being considered for environmental review include implementation of Bus Rapid Transit (BRT) or rail transit to enhance existing Metro service. A feasibility study on extending the Vermont Transit Corridor from 120th St. to the South Bay Silver Line PCH transitway station is also being undertaken.

D1.3

Metro recommends that the SEIR include a study of vehicular circulation in the Project vicinity and assess the Project's potential impacts on the performance of any future dedicated bus lanes, transit signal priority, and BRT operations on Vermont Avenue. In particular, the egress paths for the subterranean parking garage should be clarified so that impacts on intersection flow can be studied (e.g. at Martin Luther King Jr./Bill Roberson Lane and Martin Luther King Jr./Vermont).

Also, as the Vermont Transit Corridor project advances, station locations will be identified for future rail or BRT service. Metro would like to coordinate with OEPM on potential station locations in the Project area, and to identify other opportunities for urban design synergy with the Project's interface on Vermont Ave.

Bus Service Adjacency

1. Service: Metro operates several bus lines around the Project's perimeter:
 - a. Line 81 operates on Figueroa St. with three bus stops located at Figueroa/State, Figueroa/39th, and Figueroa/Martin Luther King Jr.
 - b. Line 102 operates on Exposition Blvd. and services three bus stops located at Exposition/Vermont, Exposition/Watt, and Exposition/Trousdale.
 - c. Line 40 operates on West Martin Luther King Jr. Blvd. and services two bus stops located at Martin Luther King Jr./Vermont and Martin Luther King Jr./Hoover.

D1.4

- d. Line 204 operates on Vermont Ave., and services four bus stops located at Vermont/Martin Luther King Jr. Blvd, Vermont/Leighton, Vermont/39th and Vermont/Exposition.
- e. Rapid Line 754 operates along Vermont Ave., and services two bus stops located at Vermont/Exposition and Vermont/Martin Luther King Jr.

D1.4 cntd

Other transit operators, such as LADOT and USC, may provide service in the vicinity of the Project and should be consulted.

- 2. Impact Analysis: The SEIR should analyze potential effects on Metro Bus service and identify mitigation measures or project design features as appropriate. Potential impacts may include impacts to transportation services, stops, and temporary or permanent bus service rerouting. Specific types of impacts and recommended mitigation measures to address them include, without limitation, the following:

- a. Bus Stop Condition: The SEIR should identify all bus stops on all streets adjacent to the Project site. During construction, the Project Sponsor may either maintain the stop in its current condition and location, or temporarily relocate the stops consistent with the needs of Metro Bus operations. Temporary or permanent modifications to any bus stop as part of the Project, including any surrounding sidewalk area, must be Americans with Disabilities Act (ADA)-compliant and allow passengers with disabilities a clear path of travel between the bus stop and the Project. This is particularly important at the bus stop in front of the Rose Garden, which serves as a transfer point to Expo Park/USC Station.

D1.5

The SEIR should clarify whether the bus turnout at Exposition/Watt is proposed to remain as-is. Modifications should be coordinated with Metro.

Once the Project is completed, the Project Sponsor must ensure any existing Metro bus stop affected by the Project is returned to its pre-Project location and condition, unless otherwise directed by Metro. Additional information on Metro Bus stop design standards is available upon request.

- b. Driveways: Driveways that access parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit. Specific driveways of concern include those adjacent to bus stops at Martin Luther King Jr./Hoover and Vermont/39th.
- c. Landscaping Adjacent to Bus Stops: Consider tree species, height, and canopy shape (higher than 14' preferred) to avoid vehicle conflicts at bus stops. Trees should be set back from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity. Avoid planting of trees that have an invasive and shallow root system.
- d. Bus Operations Coordination: The Project Sponsor shall coordinate with Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 not later than 30 days before the start of

D1.6

D1.7

D1.8

Project construction. Other municipal bus services may also be impacted and shall be included in construction outreach efforts.

D1.8
cntd

Light Rail Adjacency

1. Rail Operations: The Metro E Line (Expo) currently operates weekday peak service along Exposition Blvd., the northern boundary of the Project site, as often as every six minutes in both directions. Trains may operate in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the Project.
2. Impact Analysis: Due to the Project's proximity to the Expo Park/USC and Expo/Vermont Stations, the SEIR must analyze potential effects on light rail operations and identify mitigation measures or project design features as appropriate. Critical impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; disruption to light rail service; rail crossing safety for pedestrians and vehicles; temporary and/or permanent changes to customer access and circulation to the stations; and noise and vibration. Specific impacts and mitigation measures that should be studied include:

D1.9

- a. Major Events – Pedestrian Queuing: To control for overcrowding on the platforms at Expo Park/USC Station, Metro queues pedestrians with bike racks and delineators for LAFC games, USC games and concerts at Banc of California Stadium and the Los Angeles Memorial Coliseum year-round. The same is expected for the 2026 FIFA World Cup and 2028 Summer Olympics.

D1.10

The queuing currently occurs on the sidewalk in front of the Rose Garden. Installing trees, planters, landscaping and a bike lane along the sidewalk of Expo/Trousdale (80 feet in each direction) would severely limit Metro's ability to safely queue people. As a result, OEPM, LA Coliseum, Banc of CA and event organizers would likely incur additional costs as roadways would need to be closed continuously during major events. Furthermore, the proposed landscaping, trees and bike lane also present safety and liability concerns as Metro would not be able to manage crowds safely without changes to the design and support from OEPM and its partners.

Recommended mitigation measure: To maintain the proposed bike lane along Exposition Blvd., Metro strongly recommends that the Project Sponsor divert the alignment of the proposed bike lane and trees/landscaping (inward or southbound) or stop the bike lane and landscaping 85 feet to both the west and east of Trousdale Pkwy. to permit Metro to continue queuing along the sidewalk for special events. Also, to dissuade pedestrians from jaywalking across Exposition Blvd. to get to Expo Park/USC Station, Metro encourages the Project Sponsor to install permanent fencing east of Trousdale Pkwy. along the edge of the sidewalk to reduce pedestrian and vehicle conflicts at this location.

- b. At-Grade Crossings: There are several at-grade rail crossings adjacent to the Project at the following intersections: Exposition/Vermont; Exposition/Bill Robertson; Exposition/Watt; and Exposition/Trousdale. The Project is likely to increase traffic volumes across these at-grade crossings, which could potentially impact their safety. These rail crossings are regulated by the California Public Utilities Commission

D1.11

(CPUC) and maintained by Metro. The SEIR should analyze traffic and safety impacts and comply with all regulations and requirements of CPUC with respect to the Project's potential impacts on the at-grade rail crossings at these intersections.

D1.11
cntd

- c. Overhead Catenary System (OCS) Setback: Overhead catenary wires and support structures adjacent to the Project power Metro trains. OCS wires should be treated like any high voltage electrical utility wires. Construction equipment such as cranes or aerial work platforms for installing Project landscaping or utilities may be in close proximity to the OCS and can pose an electrocution hazard during Project construction and operation.

Recommended mitigation measure: The Project Sponsor shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction, pursuant to applicable California Department of Industrial Relations regulations (Cal. Code of Regulations, Title 8). The Project Sponsor shall post proper signage for equipment working around the OCS wires. Any landscaping shall be set back at least ten (10) feet from the OCS wires and support structures.

D1.12

- d. Station Ticketing and Information: Metro holds an easement for station ticketing and wayfinding information equipment located at the northwest corner of the Project area, adjacent to Jesse Brewer Jr. Park. There include two ticket vending machines (TVMs), map cases, and a shade canopy. The TVMs allow customers to buy and reload their Transit Access Pass (TAP) card before boarding Metro's rail lines and buses.

Recommended mitigation measure: The Project Sponsor shall coordinate with Metro for any proposed relocation or changes to Metro's station ticketing and wayfinding equipment to ensure that the function, visibility, and access to the TVMs are not compromised during Project construction.

D1.13

In addition, Metro strongly recommends that the following standard Project Design Features be incorporated into the Project to address these potential impacts:

- e. Technical Review: The Project Sponsor will submit civil engineering and landscaping drawings and calculations, as well as construction work plans and methods for any utility work in the public right-of-way and any crane placement and radius, to evaluate any impacts to the Metro E Line (Expo) infrastructure in relationship to the Project. Before the start of any construction activities, the Project Sponsor will obtain Metro's approval of final construction plans.
- f. Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro E Line (Expo) or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Project Sponsor shall contact Metro to schedule a pre-construction meeting with all Project construction personnel and Metro Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Project Sponsor shall:
- i. Work in close coordination with Metro to ensure that Station access, visibility, and structural integrity are not compromised by construction activities or permanent build conditions;

D1.14

D1.15

- ii. Notify Metro of any changes to construction activities that may impact the use of the ROW;
 - iii. Permit Metro staff to monitor demolition and/or construction activities to ascertain any impact to the E Line (Expo) and Expo/Vermont and Expo/USC Stations.
- g. ROW Entry Permit: For any temporary or ongoing access to Metro ROW for demolition, construction, and/or maintenance activities, the Project Sponsor shall complete Metro's Track Allocation process with Metro Rail Operations and obtain a Right of Entry Permit from Metro Real Estate. Approval for single tracking or a power shutdown, while possible, is highly discouraged; if sought, the Project Sponsor shall apply for and obtain such approval from Metro not later than two months before the start of Project construction. The Project Sponsor shall apply for and obtain approval from Metro for any special operations, including the use of a pile driver or any other equipment that could come into proximity to the OCS or support structures, not later than one month before the start of Project construction.

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Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to the two Metro Rail stations and Metro Bus services, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Supportive Planning Toolkit: Metro strongly recommends that OEPM review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at <https://www.metro.net/projects/tod-toolkit>.
2. Transit Connections and Access: Metro strongly encourages OEPM to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. These features include:
 - a. Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the Project site to improve pedestrian safety and comfort to access the nearby bus stops and the Expo/Vermont and Expo Park/USC Stations.
 - b. Transfer Activity: The Project design should consider and accommodate transfer activity between bus and rail lines that will occur along sidewalks and public spaces. Metro has completed the Metro Transfers Design Guide, a best practices document on transit improvements. This can be accessed online at <https://www.metro.net/projects/systemwidedesign>.
 - c. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for employees. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle

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parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged. OEPM should also coordinate with the Metro Bike Share program for potential Bike Share stations to be included within the Project.

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- d. First & Last Mile Access: OEPM should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
3. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
4. Wayfinding: Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as Metro Bus or Rail pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.
5. Art: Metro encourages the thoughtful integration of art and culture into public spaces and will need to review any proposals for public art and/or placemaking facing a Metro ROW. Please contact Metro Arts & Design staff for additional information.
6. Transit Pass Programs: Metro would like to inform OEPM of Metro's employer transit pass programs, including the Annual Transit Access Pass (A-TAP), the Employer Pass Program (E-Pass), and Small Employer Pass (SEP) Program. These programs offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, please visit the programs' website at
<https://www.metro.net/riding/eapp/>.

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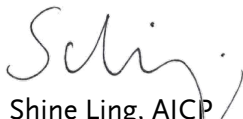
D1.22

If you have any questions regarding this letter, please contact me by phone at 213-922-2671, by email at DevReview@metro.net, or by mail at the following address:

D1.23

Metro Development Review
One Gateway Plaza, MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,



Shine Ling, AICP
Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

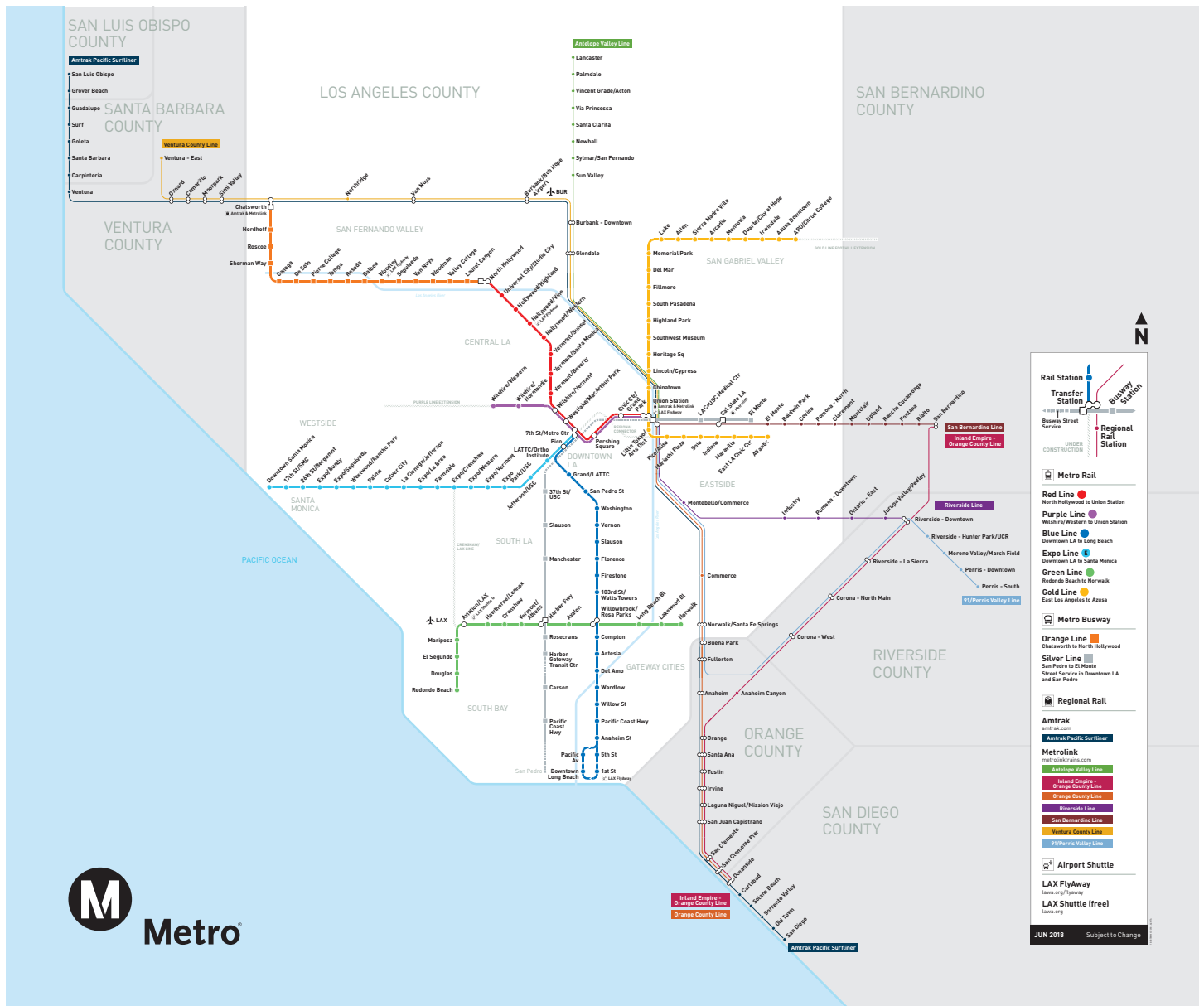
A GUIDE FOR CITIES AND DEVELOPERS

JANUARY 2020



Metro

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing transit network presents new opportunities to catalyze land use investment and shape livable communities.

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Quick Overview

Purpose of Handbook

The Metro Adjacent Development Handbook (Handbook) is intended to provide information and guide coordination for projects adjacent to, below, or above Metro transit facilities (e.g. right-of-way, stations, bus stops) and services.

Overarching Goal

By providing information and encouraging early coordination, Metro seeks to reduce potential conflicts with transit services and facilities, and identify potential synergies to expand mobility and improve access to transit.

Intended Audience

The Handbook is a resource for multiple stakeholder groups engaged in the development process, including:

- Local jurisdictions who review, entitle, and permit development projects,
- Developers,
- Property owners,
- Architects, engineers, and other technical consultants,
- Builders/contractors,
- Utility companies, and
- other Third Parties.

Handbook Content

The Handbook includes:

- **Introduction** of Metro's Development Review coordination process, common concerns, and typical stages of review.
- **Information** on best practices during three key coordination phases to avoid potential conflicts or create compatibility with the Metro transit system:
 - Planning & Conceptual Design,
 - Engineering & Technical Review, and
 - Construction Safety & Monitoring.
- **Glossary** with definitions for key terms used throughout the Handbook.

RULE OF THUMB: 100 FEET

Metro's Development Review process applies to projects that are within 100 feet of Metro transit facilities.

While the Handbook summarizes key concerns and best practices for adjacency conditions, it does not replace Metro's technical requirements and standards.

Prior to receiving approval for any construction activities adjacent to, above, or below Metro facilities, Third Parties must comply with the Metro Adjacent Construction Design Manual, available on Metro's website.

Contact Us

For questions, contact the Development Review Team:

- Email: devreview@metro.net
- Phone: 213.418.3484

Additional Information & Resources

- Metro Development & Construction Coordination website:
<https://www.metro.net/devreview>
- Metro GIS/KML ROW Files:
<https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data>
- Metrolink Standards and Procedures:
<https://www.metrolinktrains.com/about/agency/engineering--construction>

Metro will continue to revise the Handbook, as needed, to reflect updates to best practices in safety, operations, and transit-supportive development.

Background

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail, bus, and other mobility services (e.g. bikeshare, microtransit) throughout Los Angeles County (LA County). On average, Metro moves 1.3 million people each day on buses and trains. With funding from the passage of Measure R (2008) and Measure M (2016), the Metro system is expanding. Over the next 40 years, Metro will build over 60 new stations and over 100 miles of transit right-of-way (ROW). New and expanded transit lines will improve mobility across LA County, connecting riders to more destinations and expanding opportunities for development that supports transit ridership. Metro facilities include:



Metro Rail: Metro operates heavy rail (HRT) and light rail (LRT) transit lines in underground tunnels, along streets, off-street in dedicated ROW, and above street level on elevated structures. Heavy rail trains are powered by a “third rail” along the tracks. Light rail vehicles are powered by overhead catenary systems (OCS). To support rail operations, Metro owns and maintains traction power substations (TPSS), maintenance yards, and other infrastructure.



Metrolink/Regional Rail: Metro owns a majority of the ROW within LA County on which the Southern California Regional Rail Authority (SCRRA) operates Metrolink service. Metrolink is a commuter rail system with seven lines that span 388 miles across five counties, including: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metro-owned ROW on which Metrolink operates, and coordinates with Metrolink on any comments or concerns. Metrolink has its own set of standards and processes, see link on page 1.



Metro Bus Rapid Transit (BRT): Metro operates accelerated bus transit, which acts as a hybrid between rail and traditional bus service. Metro BRT may operate in a dedicated travel lane within a street or freeway, or off-street along dedicated ROW. Metro BRT stations may be located on sidewalks within the public right-of-way, along a median in the center of streets, or off-street on Metro-owned property.



Metro Bus: Metro operates 170 bus lines across more than 1,400 square miles in LA County. The fleet serves over 15,000 bus stops with approximately 2,000 buses. Metro operates “Local” and “Rapid” bus service within the street, typically alongside vehicular traffic, though occasionally in “bus-only” lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.

Why is Metro interested in adjacent development?

Metro Supports Transit Oriented Communities: Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout LA County. Metro seeks to partner with local, state, and federal jurisdictions, developers, property owners and other stakeholders across LA County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Adjacent Development Leads to Transit Oriented Communities: Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to:

- reduce auto dependency,
- reduce greenhouse gas emissions,
- promote walkable and bikeable communities that accommodate more healthy and active lifestyles,
- improve access to jobs and economic opportunities, and
- create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Opportunity: Acknowledging an unprecedented opportunity to influence how the built environment develops along and around transit and its facilities, Metro has created this document. The Handbook helps ensure compatibility between private development and Metro's transit infrastructure to minimize operational, safety, and maintenance issues. It serves as a crucial first step to encourage early and active collaboration with local stakeholders and identify potential partnerships that leverage Metro initiatives and support TOCs across LA County.



Metro Purview & Concerns

Metro Purview for Review & Coordination

Metro is interested in reviewing development, construction, and utility projects within 100 feet of Metro transit facilities, real estate assets, and ROW – as measured from the edge of the ROW outward – both to ensure the structural safety of existing or planned transit infrastructure and to maximize integration opportunities with adjacent development. The Handbook seeks to:

- Improve communication and coordination between developers, jurisdictions, and Metro.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for riders and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Streamline the review process to be transparent, clear, and efficient.
- Assist in the creation of overall marketable and desirable developments.

Key Audiences for Handbook

The Handbook is intended to be used by:

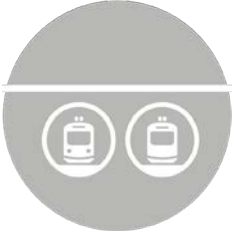
- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility,
- Developers, property owners,
- Architects, engineers, design consultants,
- Builders/contractors,
- Entitlement consultants,
- Environmental consultants,
- Utility companies, and
- other Third Parties.

Metro Assets & Common Concerns for Adjacent Development

The table on the facing page outlines common concerns for development projects and/or construction activities adjacent to Metro transit facilities and assets. These concerns are discussed in greater detail in the following chapters of the Handbook.

METRO ASSETS

COMMON ADJACENCY CONCERNS



UNDERGROUND ROW

Transit operates below ground in tunnels.

- Excavation near tunnels and infrastructure
- Clearance from support structures (e.g. tiebacks, shoring, etc)
- Coordination with utilities
- Clearance from ventilation shafts, surface penetrations (e.g. emergency exits)
- Surcharge loading of adjacent construction
- Explosions
- Noise and vibration/ground movement
- Storm water drainage



AERIAL ROW

Transit operates on elevated guideway, typically supported by columns.

- Excavation near columns and support structures
- Column foundations
- Clearance from OCS
- Overhead protection and crane swings
- Setbacks from property line for maintenance activities to occur without entering ROW
- Coordination with utilities
- Noise reduction (e.g. double-paned windows)



AT-GRADE ROW

Transit operates in dedicated ROW at street level; in some cases tracks are separated from adjacent property by fence or wall.

- Pedestrian and bicycle movements and safety
- Operator site distance/cone of visibility
- Clearance from OCS
- Crane swings and overhead protection
- Trackbed stability
- Storm water drainage
- Noise/vibration
- Driveways near rail crossings
- Setbacks from property line for maintenance activities to occur without entering ROW
- Utility coordination



BUS STOPS

Metro operates bus service on city streets. Bus stops are located on public sidewalks.

- Lane closures and re-routing service during construction
- Temporary relocation of bus stops
- Impacts to access to bus stops



NON-REVENUE/OPERATIONAL

Metro owns and maintains property to support operations (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride parking lots).

- Excavation and clearance from support structures (e.g. tiebacks, shoring, etc)
- Ground movement
- Drainage
- Utility coordination
- Access to property

Metro Coordination Process

Typical Stages of Metro Review and Coordination

Early coordination helps avoid conflicts between construction activities and transit operations and maximizes opportunities to identify synergies between the development project and Metro transit services that are mutually beneficial.



Coordination Goal: Metro encourages developers to consult with the Development Review Team early in the design process to ensure compatibility with transit infrastructure and minimize operational, safety, and maintenance issues with adjacent development. The Development Review team will serve as a case manager to developers and other Third Parties to facilitate the review of plans and construction documents across key Metro departments.

Level of Review: Not all adjacent projects will require significant review and coordination with Metro. The level of review depends on the Project's proximity to Metro, adjacency conditions, and the potential to impact Metro facilities and/or services. For example, development projects that are excavating near Metro ROW or using cranes near transit facilities require a greater level of review and coordination. Where technical review and construction monitoring is needed, Metro charges fees for staff time, as indicated by asterisk in the above diagram.

Permit Clearance: Within the City of Los Angeles, Metro reviews and clears Building & Safety permits for projects within 100 feet of Metro ROW, pursuant to [Zoning Information 1117](#). To ensure timely clearance of these permits, Metro encourages early coordination as noted above.

To begin consultation, submit project information via an online [In-Take Form](#), found on Metro's website. Metro staff will review project information and drawings to screen the project for any potential impacts to transit facilities or services, and determine if require further review and coordination is required. The sample sections on the facing page illustrate adjacency condition information that helps Metro complete project screening.

Contact:

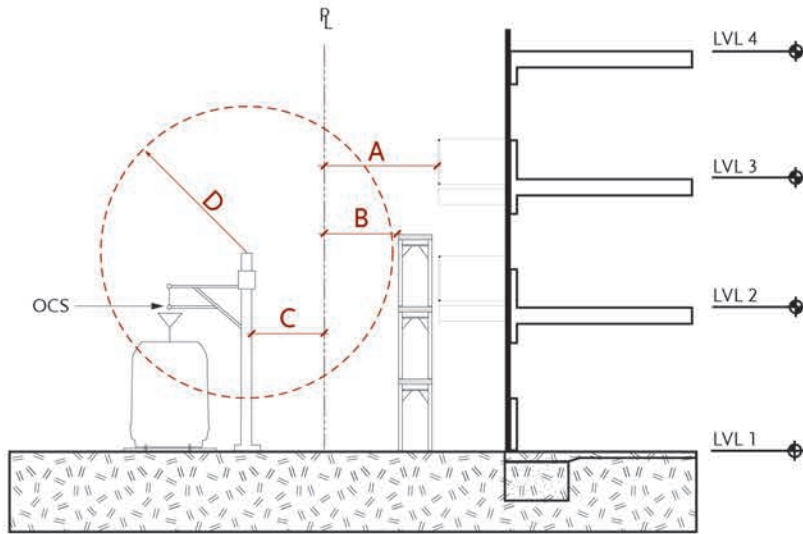
Metro Development Review Team

Website: <https://www.metro.net/devreview>

Email: devreview@metro.net

Phone: 213.418.3484

Sample Section: Adjacency Conditions



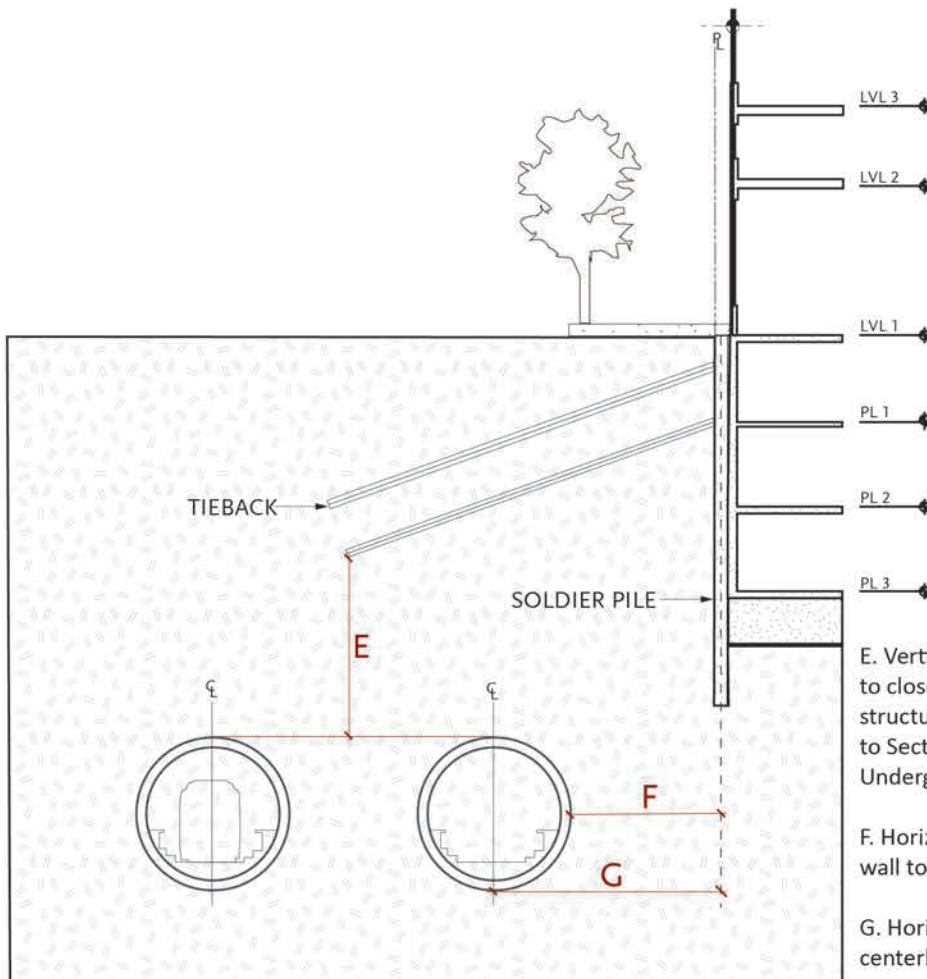
AT-GRADE CONDITION

A. Distance from property line to nearest permanent structure (e.g. building facade, balconies, terraces). Refer to Section 1.3 Building Setback of Handbook.

B. Distance from property line to nearest temporary construction structures (e.g. scaffolding).

C. Distance from property line to nearest Metro facility.

D. Clearance from nearest temporary and/or permanent structure to Overhead Catenary System (OCS). Refer to Section 1.4, OCS Clearance of Handbook.



BELOW-GRADE CONDITION

E. Vertical distance from top of Metro tunnel to closest temporary and/or permanent structure (e.g. tiebacks, foundation). Refer to Section 2.2, Proximity to Tunnels & Underground Infrastructure of Handbook.

F. Horizontal distance from exterior tunnel wall to nearest structure.

G. Horizontal distance from Metro track centerline to nearest structure.

Best Practices

Best Practices for Developer Coordination

Metro encourages developers of projects adjacent to Metro ROW and/or Real Estate Assets to take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Development & Construction Coordination website and Handbook provide important information for those interested in constructing on, adjacent, over, or under Metro ROW, non-revenue property, or transit facilities. Developers and other Third Parties should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval. Metro encourages project submittal through the online [In-Take Form](#) to begin consultation.
3. **Maintain communication:** Frequent communication with Metro during project design and construction will reinforce relationships and allow for timely project completion.

Best Practices for Local Jurisdiction Notification

To improve communication between Metro and the development community, Metro suggests that local jurisdictions take the following steps to notify property owners of coordination needs for properties adjacent to Metro ROW by:

- **Updating GIS and parcel data:** Integrate Metro ROW files into the City/County GIS and/or Google Earth Files for key departments (e.g. Planning, Public Works, Building & Safety) to notify staff of Metro adjacency and need for coordination during development approval process.
- **Flag Parcels:** Create an overlay zone as part of local Specific Plan(s) and/or Zoning Ordinance(s) to tag parcels that are within 100 feet Metro ROW and require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZI-1117)].
- **Provide Resources:** Direct all property owners and developers interested in parcels within 100 feet of Metro ROW to Metro's resources (e.g. website, Handbook).



Metro

Downtown
Santa
Monica





Site Plan & Conceptual Design

Site Plan & Conceptual Design

1.1 Supporting Transit Oriented Communities

Transit-oriented communities (TOCs) are places that, by their design, make it more convenient to take transit, walk, bike or roll than to drive. By working closely with the development community and local jurisdictions, Metro seeks to ensure safe construction near Metro facilities and improve compatibility with adjacent development to increase transit ridership.

RECOMMENDATION: Consider site planning and building design strategies to that support transit ridership, such as:

- Leveraging planning policies and development incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Programming a mix of uses to create lively, vibrant places that are active day and night.
- Utilizing Metro policies and programs that support a healthy, sustainable, and welcoming environment around transit service and facilities.
- Prioritizing pedestrian-scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Activating ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Reducing and screening parking to focus on pedestrian activity.
- Incorporating environmental design elements that help reduce crime (e.g. windows and doors that face public spaces, lighting).



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. This project accommodates portal access into the Metro Rail system and on-street bus facilities.



1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multi-modal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit riders as well as users of the developments.

RECOMMENDATION: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel safe, intuitive, and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Downtown Santa Monica Station. Photo by PWP Landscape Architecture

Site Plan & Conceptual Design

1.3 Building Setback

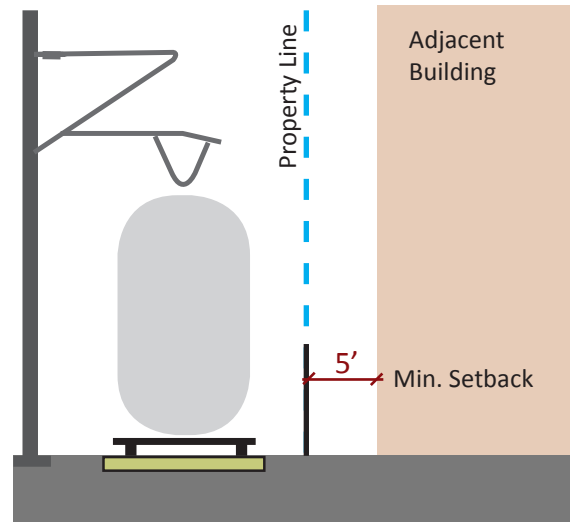
Buildings and structures with a zero lot setback that closely abut Metro ROW can pose concerns to Metro during construction. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

RECOMMENDATION: Include a minimum setback of five (5) feet from the property line to building facade to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro Right of Entry Permit must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Coordination between property owners of fences, walls, and other barriers along property line is recommended. See Section 1.5.

Refer to Section 3.2 – Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged to allow project construction and ongoing maintenance without encroaching on Metro property.

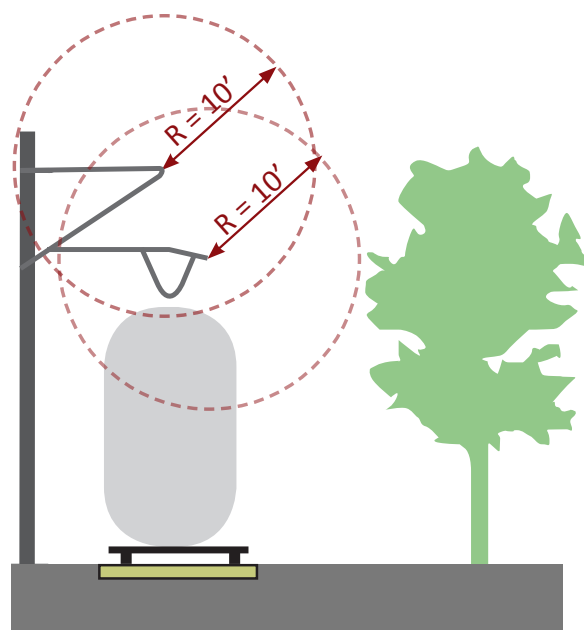


1.4 Overhead Catenary System (OCS) Clearance

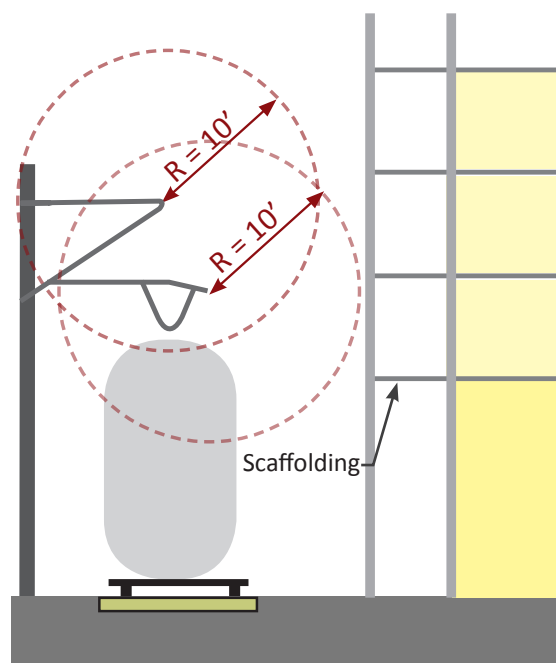
Landscaping and tree canopies can grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains. Building appurtenances facing rail ROW, such as balconies, may also pose safety concerns to Metro operations as objects could fall onto the OCS.

RECOMMENDATION: Design project elements facing the ROW to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Plan for landscape maintenance from private property and prevent growth into Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide building users direct access to Metro ROW.
- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures. If Transmission Power (TP) feeder cable is present, twenty (20) feet from the OCS and support structures is required. Different standards will apply for Metro Trolley Wires, Feeder Cables (wires) and Span Wires.



Adjacent structures and landscaping should be sited and maintained to avoid conflicts with the rail OCS.



Scaffolding and construction equipment should be staged to avoid conflicts with the rail OCS.

Site Plan & Conceptual Design

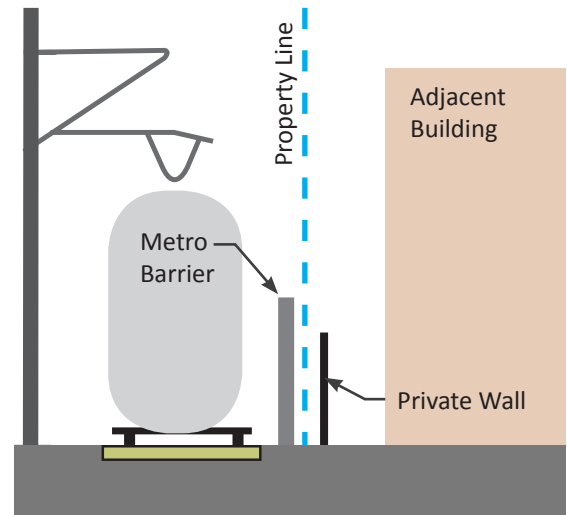
1.5 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

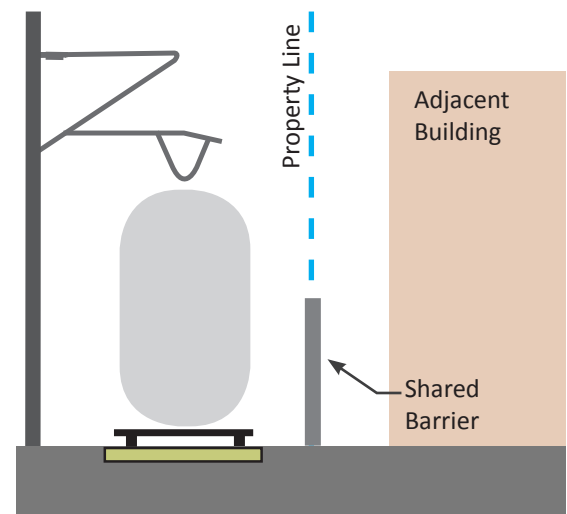
RECOMMENDATION: Coordinate with Metro Real Estate to create a single barrier condition along the ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout LA County, Metro recommends the following, in order of preference:

- **Enhance existing Metro barrier:** if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
- **Replace existing barrier(s):** if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single "shared" barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.



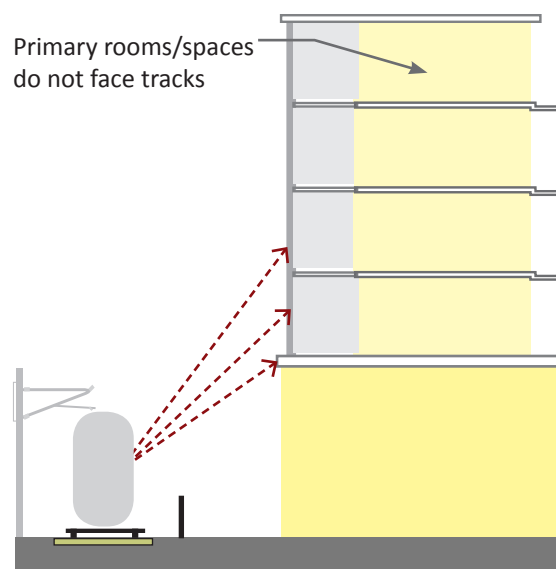
1.6 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, which can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

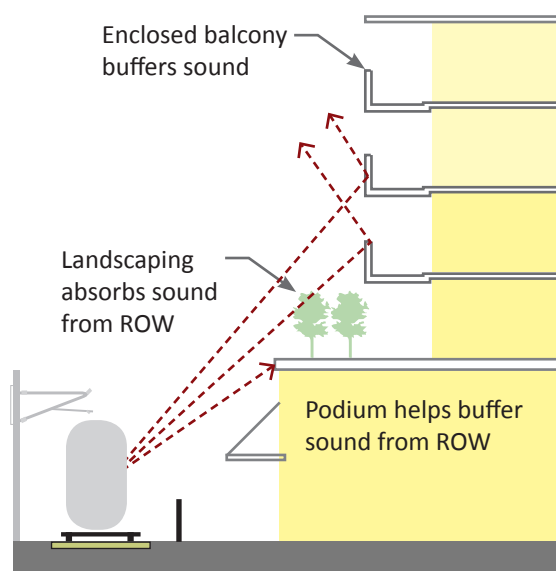
RECOMMENDATION: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate secondary or “back of house” rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than primary living spaces that are noise sensitive (e.g. bedrooms and family rooms).
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease or sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded Noise Easement Deed in favor of Metro may be required for projects within 100 feet of Metro ROW to ensure notification to tenants and owners of any proximity issues.



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.

Site Plan & Conceptual Design

1.7 At-Grade Rail Crossings

New development is likely to increase pedestrian activity at rail crossings. Safety enhancements may be needed to upgrade existing rail crossings to better protect pedestrians.

RECOMMENDATION: Coordinate with Metro, the California Public Utilities Commission (CPUC), and any other transit operators using the crossing (e.g. Metrolink) to determine if safety enhancements are needed for nearby rail crossings.

While Metro owns and operates the rail ROW, the CPUC regulates all rail crossings. Contact the CPUC early in the design process to determine if they will require any upgrades to existing rail crossings. The CPUC may request to review development plans and hold a site visit to understand future pedestrian activity. Metro's Corporate Safety Department can support the developer in coordination with the CPUC.



Gates and pedestrian arms are common types of safety elements for pedestrians at rail crossings.



1.8 Sight-lines at Crossings

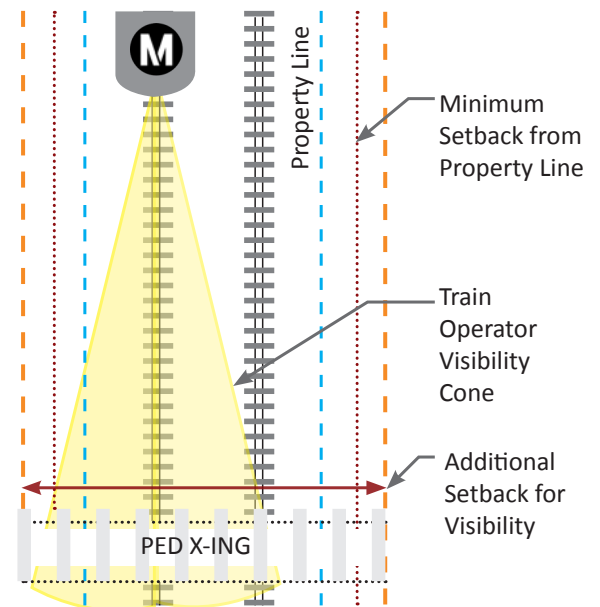
Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sight-lines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases efficiency of transit service.

RECOMMENDATION: Design buildings to maximize transit service sight-lines at crossings, leaving a clear cone of visibility to oncoming vehicles and pedestrians.

Metro Rail Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be necessary to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sight-lines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

Site Plan & Conceptual Design

1.9 Driveway/Access Management

Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking lots and loading zones at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity to fast moving trains and buses, which pose safety concerns.

RECOMMENDATION: Site driveways and other vehicular entrances to avoid conflicts with pedestrians, bicycles, and transit vehicles by:

- Placing driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active ROW, transit vehicles, and people, as well as queuing on streets.
- Locating vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Placing loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidating vehicular entrances and reduce width of driveways.
- Using speed tables to slow entering/exiting automobiles near pedestrians.
- Separating pedestrian walkways to minimize conflict with vehicles.
- Encouraging safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.

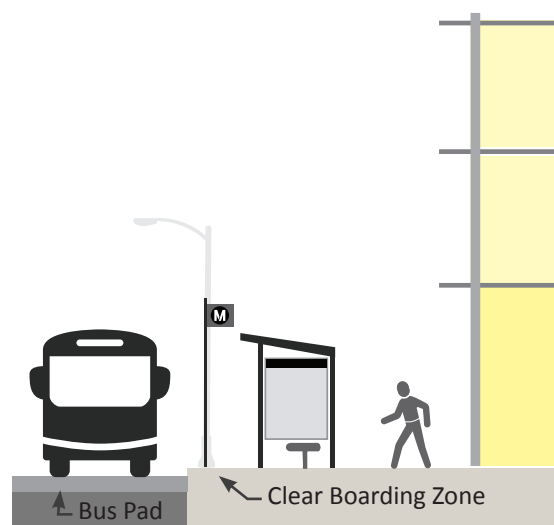


1.10 Bus Stop & Zones Design

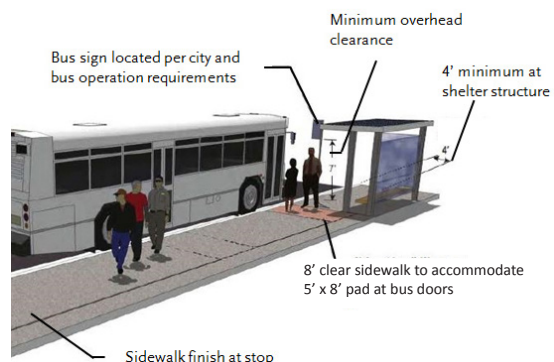
Metro Bus serves over 15,000 bus stops throughout the diverse landscape that is LA County. Typically located on sidewalks within public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdictions to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

RECOMMENDATION: When designing around existing or proposed bus stops:

- Review Metro's Transit Service Policy, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops.
- Review Metro's Transfers Design Guide for more information at <https://www.metro.net/projects/station-design-projects/>
- Accommodate 5' x 8' landing pads at bus doors (front and back door, which are typically 23 to 25 feet apart).
- Locate streetscape elements (e.g. tree planters, street lamps, benches, shelters, trash receptacles and newspaper stands) outside of bus door zones to protect transit access and ensure a clear path of travel.
- Install a concrete bus pad within each bus stop zone to avoid street asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Consider tree species, height, and canopy shape (higher than 14' preferred) to avoid vehicle conflicts at bus stops. Trees should be set back from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity. Avoid planting of trees that have an invasive and shallow root system.



A concrete bus pad should be located at bus stops and bus shelters should be located along sidewalks to ensure an accessible path of travel to a clear boarding area.



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

GORBEL 2.5
DANGER DO NOT
EXCEED RATED CAPACITY





Engineering & Technical Review

Engineering & Technical Review

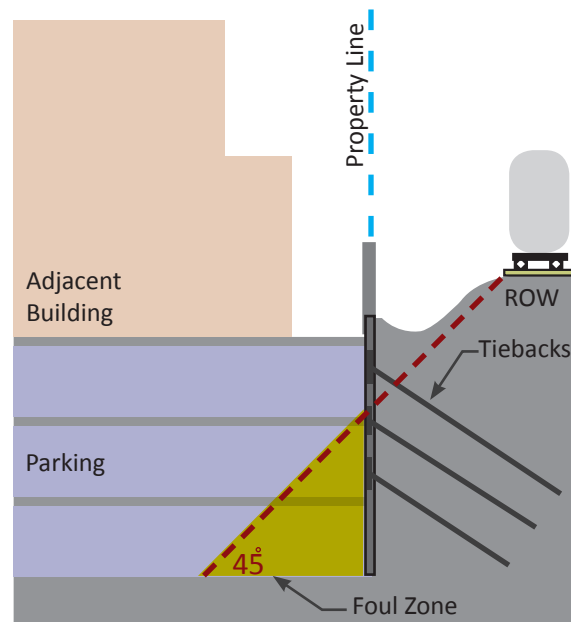
2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize support of existing Metro infrastructure. Any excavation which occurs within the geotechnical foul zone relative to Metro infrastructure is subject to Metro review and approval and meet Cal/OSHA requirements. This foul zone or geotechnical zone of influence shall be defined as the area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and requires additional Metro Engineering review.

RECOMMENDATION: Coordinate with Metro Engineering staff for review and approval of the excavation support system drawings and calculations prior to the start of excavation or construction. Tiebacks encroaching into Metro ROW may require a tieback easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW will require compliance with SCRRRA Engineering standards and guidelines.

See page 7 for a sample section showing Metro adjacent conditions.



An underground structure located within the ROW foul zone would require additional review by Metro.



2.2 Proximity to Tunnels & Underground Infrastructure

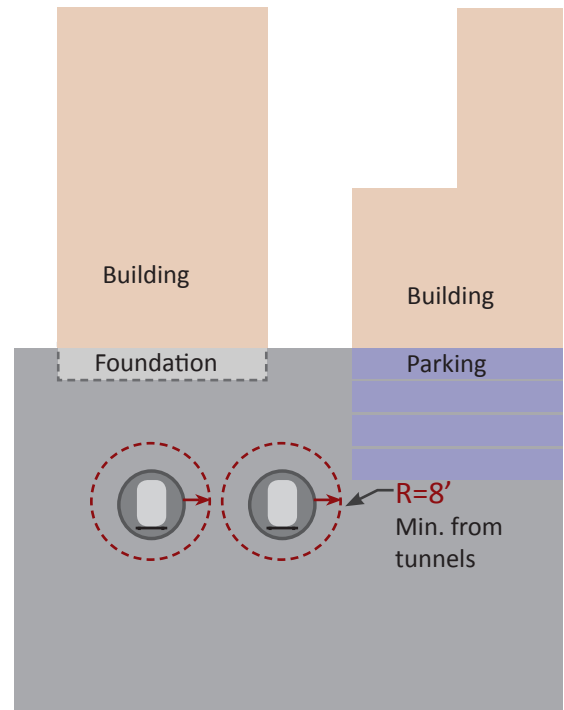
Construction adjacent to, over, or below underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

RECOMMENDATION: Coordinate with Metro early in the design process when proposing to build near underground Metro infrastructure. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety, or continued efficient operation of Metro facilities.

Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. See Section 3.4, Excavation Drilling/Monitoring for additional information regarding monitoring requirements.

See page 7 for a sample section showing Metro adjacent conditions.

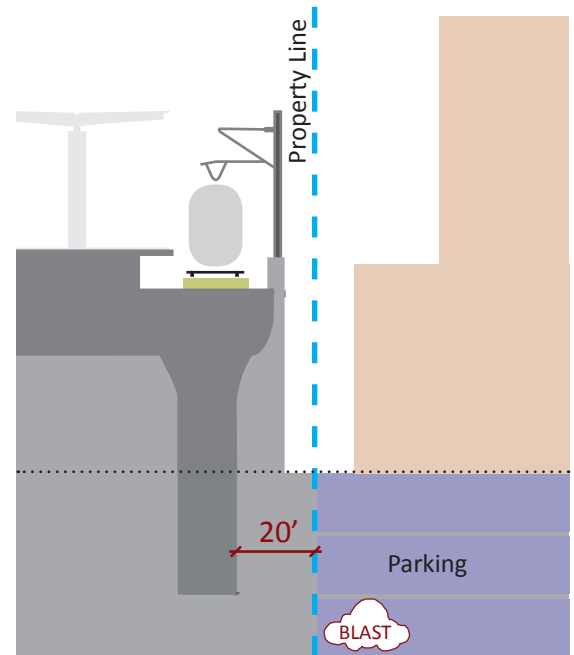


Adjacent project structures in close proximity to underground Metro infrastructure will require additional review by Metro.

2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at-grade locations, situated below elevated guideways or near stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

RECOMMENDATION: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments within this 20-foot envelope may be required to submit a Threat Assessment and Blast/Explosion Study for Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a Threat Assessment and Blast/Explosion Study.

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Construction Safety & Management

Construction Safety & Management

3.1 Pre-Construction Coordination

Metro is concerned with impacts to service requiring rail single line tracking, line closures, speed restrictions, and bus bridging occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe transit operations and passenger well-being.

RECOMMENDATION: Following an initial screening of the project, Metro may determine that additional on-site coordination may be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of transit service shutdown per contingency plan.
- Designate a ROW observer or other safety personnel and an inspector from the project's construction team.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts to Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a Construction Monitoring fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRRA Engineering Standards and Guidelines.



Metro may need to monitor development construction near Metro facilities.



3.2 Track Access and Safety

Permission from Metro is required to enter Metro property for rail construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

RECOMMENDATION: Obtain and/or complete the following to work in or adjacent to Metro Rail ROW:

1. **Construction Work Plan:** Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and riders.
2. **Safety Training:** All members of the project construction team will be required to attend Metro Rail Safety Training before commencing work activity. Training provides resources and procedures when working near active rail ROW.
3. **Right of Entry Permit/Temporary Construction Easement:** All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.
4. **Track Allocation:** All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity. If adjacent construction is planned in close proximity to active ROW, flaggers must be used to ensure safety of construction workers and transit riders.



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

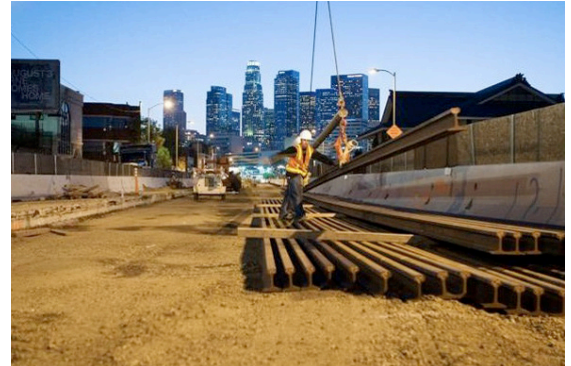
Construction Safety & Management

3.3 Construction Hours

Building near active Metro ROW poses safety concerns and may require limiting hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service. To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance.

RECOMMENDATION: In addition to receiving necessary construction approvals from the local jurisdiction, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction with potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1am-4am) or during non-peak hours to minimize impacts to service. The developer may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction and minimizes impacts to Metro's transit service.



3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

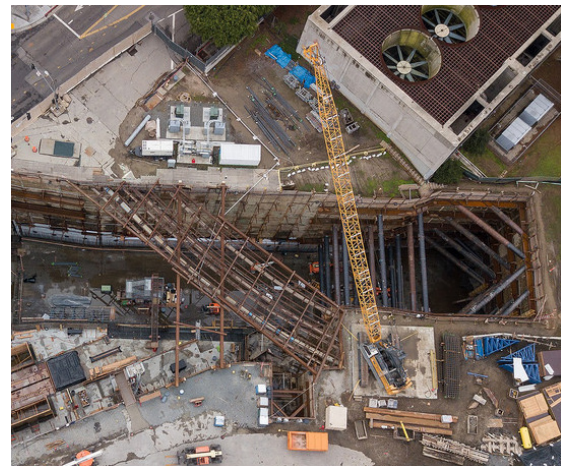
RECOMMENDATION: Coordinate with Metro Engineering to review and approve excavation and shoring plans during design and development, and well in advance of construction (see Sections 2.1 and 2.2).

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's geotechnical zone of influence, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Excavation and shoring plans must be reviewed by Metro to ensure structural compatibility with Metro infrastructure and safety during adjacent development construction.



A soldier pile wall used for Regional Connector station at 2nd/Hope.

Construction Safety & Management

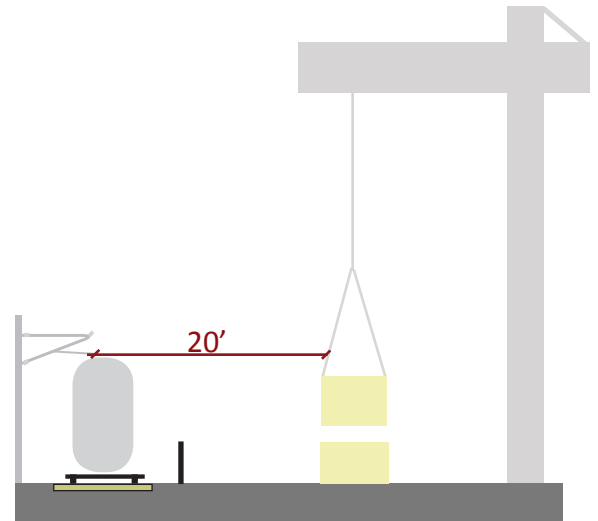
3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by crane. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro riders and operators.

RECOMMENDATION: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes shall maintain a 20 foot clearance from Metro OCS used to power light rail lines. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized. De-energizing the Metro OCS is strongly discouraged.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review of a construction work plan request.

Project teams will bear all costs associated with impacts to Metro Rail operations and maintenance.



Cranes and construction equipment should be staged to avoid conflicts with the rail OCS.



Construction adjacent to the active ROW may require ongoing coordination with Metro.



3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities and pose a safety concern to the riders accessing them.

RECOMMENDATION: Erect vertical construction barriers and overhead protection compliant with Metro and Cal/OSHA requirements to prevent objects from falling into Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



Overhead protection is required when moving heavy objects over Metro ROW or in areas designated for public use.

Construction Safety & Management

3.7 Pedestrian & Emergency Access

Metro's riders rely on the consistency and reliability of access and wayfinding to and from stations, stops, and facilities. Construction on adjacent property must not obstruct pedestrian access, fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, riders, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained at all times.

RECOMMENDATION: Ensure pedestrian and emergency access from Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices (MUTCD) and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.



Sidewalk access is blocked for a construction project, forcing pedestrians into the street or to use less direct paths to the Metro facility.



3.8 Impacts to Bus Routes & Stops

During construction, bus stop zones and routes may need to be temporarily relocated. Metro needs to be informed of activities that require stop relocation or route adjustments in order to ensure uninterrupted service.

RECOMMENDATION: During construction, maintain or relocate existing bus stops consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk areas must be compliant with the ADA and allow passengers with disabilities a clear path of travel to the transit service. Existing bus stops must be maintained as part of the final project. Metro Bus Operations Control Special Events Department and Metro Stops & Zones Department should be contacted at least 30 days before initiating construction activities.



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators and local jurisdictions.

Construction Safety & Management

3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include, but are not limited to, condenser water piping, potable/fire water, storm and sanitary sewer lines, and electrical/telecommunication services.

RECOMMENDATION: Coordinate with Metro during project design to gauge temporary and permanent utility impacts and avoid conflicts during construction.

The contractor shall protect existing above-ground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be used, interrupted, or disturbed.

When electrical power outages or support functions are required, approval must be obtained through Metro Track Allocation in coordination with Metro Real Estate for a Right of Entry Permit.



Coordination of underground utilities is critical to safely and efficiently operate Metro service.



3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

RECOMMENDATION: Ensure that hot or foul air, fumes, smoke, and steam from adjacent facilities are discharged beyond 40 feet from existing Metro facilities, including but not limited to ventilation system intake shafts and station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Glossary

Cone of Visibility

A conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP)

Project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman

Person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone

Area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway

A channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT)

Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Joint Development (JD)

JD is the asset management and real estate development program through which Metro collaborates with developers to build housing, retail, and other amenities on Metro properties near transit, typically through ground lease. JD projects directly link transit riders with destinations and services throughout LA County.

Light Rail Transit (LRT)

Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R

Half-cent sales tax for LA County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M

Half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink

A commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority (SCRRA).

Metro Adjacent Construction Design Manual

Volume III of the Metro Design Criteria & Standards, which outlines the Metro adjacent review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus

Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

Metro Bus Rapid Transit (BRT)

High quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all-door boarding, and intersection crossing priority. Metro BRT may run within dedicated ROW or in mixed flow traffic on streets.

Metro Design Criteria and Standards

A compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail

Urban rail system serving LA County consisting of six lines, including two subway lines and four light rail lines.

Metro Rail Design Criteria (MRDC)

Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Rail Project.

Metro Transit Oriented Communities

Land use planning and community development program that seeks to maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed

Easement granted by property owners abutting Metro ROW acknowledging noise due to transit operations and maintenance.

Overhead Catenary System (OCS)

One or more electrified wires situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit

Written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW)

Legal right over property reserved for transportation purposes to construct, protect, maintain and operate transit services.

Southern California Regional Rail Authority (SCRRA)

A joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study

Analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit

Permit granted by Metro Rail Operations Control to allocate a section of track and perform work on or adjacent to Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

Wayfinding

Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

metro.net/projects/devreview/





Natural History Museum
of Los Angeles County

900 Exposition Boulevard
Los Angeles, CA 90007

Office of the President &
Director
tel 213.763.3301
fax 213.746-7538
www.nhm.org

June 1, 2020

Ms. Ana Lasso
General Manager
State of California Office of Exposition Park Management
700 Exposition Park Drive
Los Angeles, CA 90037

RE: EXPOSITION PARK MASTER PLAN

Dear Ms. Lasso:

Thank you for the opportunity to comment on the Draft Subsequent Environmental Impact Report (Draft SEIR) for the Exposition Park Master Plan.

The Natural History Museums of Los Angeles County (NHMLAC) would like to thank the Office of Exposition Park Management (OEPM) for the collaboration that has been extended during the master plan process.

The Los Angeles County Museum of Natural History Foundation operates and maintains the Natural History Museum in Exposition Park, La Brea Tar Pits and Page Museum in Hancock Park, and the William S. Hart Museum in Newhall.

NHMLAC, including some of the most important natural history museums in the world, is the steward of over 35 million artifacts and objects, creating new knowledge through research about our natural and cultural worlds, including the biodiversity of Los Angeles. As the first publicly accessible museum in Los Angeles (opening in 1913), and thus the anchor of Exposition Park, the Natural History Museum (NHM) has undergone extensive renovations improving 60 percent of public space from the east side to the north, which has resulted in the doubling of our attendance since 2008. Future capital plans for NHM includes the proposed NHM Commons Project that will provide expanded programming in 75,000-square-feet of replaced and renovated building spaces and will deliver on the NHMLAC's vision to inspire wonder, discovery and responsibility for our natural and cultural worlds with new vibrancy and transparency.

As documented in prior meetings, NHM has identified school bus parking, iconic viewing structure and transportation as areas of concern in the future planning of Exposition Park. The Draft SEIR has identified parking for 111 school buses to accommodate educational programs provided by not only NHM, California Science Center, California African American Museum and Lucas Museum of Narrative Art, but also the needs of the other park stakeholder entities. Three park stakeholder entities have vehicular parking and delivery access points

located on Bill Robertson Lane. The Draft SEIR identifies Bill Robertson Lane as a location for arrival and departure of school buses.

D2.1
cntd

Section 4.4 identifies an Iconic Viewing Structure as part of the Festival Park and Community Promenade Element. The Draft SEIR does not really provide any information or analysis of impact on the park with regards to visitors or transportation. A new park element of this nature would be expected to increase the number of park visitors regionally, and even nationally, and not just from the local neighborhood, so that projection should be included in the Draft SEIR.

D2.2

The Draft SEIR states that the refined master plan project would result in less than significant impacts to transportation by providing alternative modes of visitor arrivals. Currently, depending on the type and scale of activities or planned events in Exposition Park, there is significant negative impact on surrounding street traffic and congestion, as automobiles continue to be the predominant form of transportation. The Draft SEIR transportation analysis was not clear on mitigation measures for parking access control, ingress and egress from parking structures and increased street traffic, especially on weekends.

D2.3

NHMLAC looks forward to continuing its collaboration with OEPM as the proposed master plan process proceeds and in the future design and implementation phases of each proposed master plan element.

D2.4

Sincerely



Dr. Lori Bettison-Varga
President and Director

LBV:DMD:mg

E1

From: [Laura Razo](#)
To: [Matthew Adams](#)
Subject: FW: Master Plan Comments
Date: Monday, June 1, 2020 4:25:05 PM
Attachments: [image001.png](#)

Laura Razo
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:24 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

Hello All - I am forwarding this note from the info@expositionpark.ca.gov email inbox. This will be the first of several that I'm passing along.

-Bryce

From: Marco Garza <marco.m.garza@gmail.com>
Sent: Monday, June 1, 2020 9:00 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

Hello,

This is to provide comment on the proposed Exposition Park Master Plan Draft SEIR, submitted on behalf of active members of the Los Angeles Football Club (LAFC) fan "supporters community". We are writing to express concern with the "bisecting paths" proposed for installation in the Christmas Tree lane section of Exposition Park. We are also requesting that the project include a community Futsal Court in the site where a playground is currently proposed and that the planned playground be relocated to a more fitting site on the campus.

Specifically, we are referencing the feature illustrated in figure 2.4.2 of the Draft EIR and described in "Element 2 - Expo Festival Plaza" - "The existing Christmas Tree Lane open space would include new bisecting paths across the lawn area..." (pg.66). As active members of the LAFC Fan Supporters Community, we have quickly grown a very special community that connects all of Los Angeles around a shared love for the world's game. A key to our success has been our ability to establish a sense of community and to connect with fellow Angelenos in [family friendly atmospheres during a day long pregame tailgate in Christmas Tree Lane](#), just steps away from the North End entrance to our stadium. Our regular season provides us with between 17-25 home matches and an estimated average tailgate attendance of 5,000-7,000. Our tailgate tradition is dependent upon the existing unobstructed open space; therefore, we oppose the proposed diagonal bisecting paths, which we anticipate would be detrimental to our community's needs. The hardscape walkways would create unwanted divisions and impact our ability to congregate, to set up canopies or to set up games for the children to enjoy on the green space. Moreover, pedestrian traffic primarily moves North to South in this section of the campus. The proposed diagonal paths would serve little function other than aesthetics. We request that the Christmas Tree lane greenway remain intact as is with additional shade trees where possible.

E1.1

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E1.2

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LAFC fan Active Supporters

180 E. 35th Street, Los Angeles CA. 90011

--

Marco Garza

Director of Marketing: Conaxion

conaxion.org

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:26 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

2

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 136
Fax: (626) 628-1745
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WBE/MBE/DBE/SBE/CBE Certified



From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:25 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: ezbionic@aol.com <ezbionic@aol.com>
Sent: Monday, June 1, 2020 9:01 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Israel Sandoval, Jr.

8946 Madison Ave.

South Gate, CA 90280

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:26 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:25 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Miles Wimberly <miles.wimberly@gmail.com>
Sent: Monday, June 1, 2020 9:04 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Miles Wimberly

980 Sturbridge Dr

La Habra, CA 90631

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:43 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:37 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: liberrychica@gmail.com <liberrychica@gmail.com>
Sent: Monday, June 1, 2020 11:21 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Alicia M Rodriguez

Bilingual Outreach Librarian II

Junipero Serra Branch Library

4607 S. Main St

Los Angeles, CA

310-439-9447

[Sent from Yahoo Mail on Android](#)

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:28 PM
To: Matthew Adams
Subject: FW: Master plan comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:27 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master plan comments

From: Christian Sanchez <masfama88@gmail.com>
Sent: Monday, June 1, 2020 9:08 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master plan comments

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Expo original Supporter Christian Sanchez

2116 W Arrow Rte Apt 124

Upland CA 91786

United States

Matthew Adams

From: Marie Campbell
Sent: Monday, June 1, 2020 4:28 PM
To: Matthew Adams
Cc: Laura Razo; Laura Male
Subject: FW: Master Plan Comments

Organization: LA Football Club

Marie Campbell
 Principal and CEO
 430 North Halstead St.
 Pasadena, CA 91107
 Tel: (626) 683-3547 ext. 103
 Fax: (626) 628-1745
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:26 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Jimmy Franco <jfraone@gmail.com>
Sent: Monday, June 1, 2020 9:07 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters
Jimmy Franco
1152 W 182nd St
Gardena, CA 90248

Matthew Adams

From: Marie Campbell
Sent: Monday, June 1, 2020 4:39 PM
To: Matthew Adams
Cc: Laura Male; Laura Razo
Subject: FW: Master Plan Comments

LAFC.

Marie Campbell
Principal and CEO
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 103
Fax: (626) 628-1745
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:38 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Mizael Martinez <mxm21dsgn@gmail.com>
Sent: Monday, June 1, 2020 11:26 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Mizael Martinez

mxm21dsgn@gmail.com

1878 West 22nd Street.

Los Angeles CA 90018

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:30 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:28 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: jesse crawford <kojoteblau@gmail.com>
Sent: Monday, June 1, 2020 9:12 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC Fan Supporter Groups
Jesse Crawford
934 Centennial St
Los Angeles, CA 90011

Sent from my iPhone

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:31 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 136
Fax: (626) 628-1745
www.sapphosenvironmental.com
WBE/MBE/DBE/SBE/CBE Certified



From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:28 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Paris Hardy <paris.hardy@gmail.com>
Sent: Monday, June 1, 2020 9:20 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Mark Hardy-Expo Original

2092 Ribera Dr, Oxnard Ca 93030

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:32 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 136
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:29 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Claudia Jimenez <cjimene1988@gmail.com>
Sent: Monday, June 1, 2020 9:31 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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Claudia Jimenez

LAFC fan Active Supporters

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:32 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:30 PM
To: Laura Male <lmaile@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Sarah Gonzalez <slp.sanosg@gmail.com>
Sent: Monday, June 1, 2020 9:37 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

To Whom It May Concern,

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Sarah Gonzalez, M.S., CCC-SLP

LAFC fan Active Supporter-Expo Originals

San Clemente, CA

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:33 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
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To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Sergio Vasquez Jr <sergio.vasquez.jr@gmail.com>
Sent: Monday, June 1, 2020 9:47 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Sergio Vasquez Jr
1964 Judson Ct
Claremont, CA 91711

Sent from [Mail](#) for Windows 10

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:37 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:33 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Felix <felixwright@mac.com>
Sent: Monday, June 1, 2020 10:53 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Felix Wright

14491 Glorietta Drive, Sherman Oaks, CA 91423

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:38 PM
To: Matthew Adams
Subject: FW: Master Plan Comments"

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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Sent: Monday, June 1, 2020 4:33 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments"

From: Ana Wall <anawallnazur@gmail.com>
Sent: Monday, June 1, 2020 11:00 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments"

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Ana wall Nazur

LAFC fan Active Supporters

Sent from my iPhone

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:38 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:34 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Jonathan M. <jon.m.medina959@gmail.com>
Sent: Monday, June 1, 2020 11:04 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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Best,

Jonathan Michael Medina

2307 E. Ball Rd. Apt 434
Anaheim, CA 92806

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:39 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 136
Fax: (626) 628-1745
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:35 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Dorian Southall <doriansouthall@gmail.com>
Sent: Monday, June 1, 2020 11:09 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

This is to provide comment on the proposed Exposition Park Master Plan Draft SEIR, submitted on behalf of active members of the Los Angeles Football Club (LAFC) fan "supporters community". We are writing to express concern with the "bisecting paths" proposed for installation in the Christmas Tree lane section of Exposition Park. We are also requesting that the project include a community Futsal Court in the site where a playground is currently proposed and that the planned playground be relocated to a more fitting site on the campus.

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LAFC fan Active Supporters

Dorian Southall

25410 dodge ave

Los Angeles Ca. 90710

Sent from my iPhone

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 5:08 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Another LAFC just came in

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 5:06 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Barbara Waight <waightbarbara@gmail.com>
Sent: Monday, June 1, 2020 11:38 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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Barbara Waight

1903 E 59th St

Long Beach, CA 90805

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 5:08 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 5:07 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Pablo Martinez <martinez.pablo@me.com>
Sent: Monday, June 1, 2020 11:45 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Pablo Martinez

2110 w canton st

Long Beach

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 5:14 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 5:13 PM
To: Laura Male <lmaile@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: antoniofc78@gmail.com <antoniofc78@gmail.com>
Sent: Monday, June 1, 2020 11:49 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Francis Antonio

25461 Doyle Court

Stevenson Ranch, CA

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 5:16 PM
To: Matthew Adams
Subject: FW: Master Plan Comments

Here is another.

Laura Razo
Senior Environmental Design & Compliance Associate
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 5:14 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Joanna Vasquez <missjoanna17@gmail.com>
Sent: Monday, June 1, 2020 11:55 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporters

Joanna Vasquez
1964 Judson Court
Claremont, CA 91711

Matthew Adams

From: Laura Razo
Sent: Tuesday, June 2, 2020 8:38 AM
To: Matthew Adams
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
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Sent: Monday, June 1, 2020 5:16 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

From: Ramon Tarango <r.tarango83@gmail.com>
Sent: Monday, June 1, 2020 11:59 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

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LAFC fan Active Supporter

Ramon Tarango

8912 S 4TH Ave, Inglewood Ca 90305

Matthew Adams

From: Laura Razo
Sent: Tuesday, June 2, 2020 10:12 AM
To: Matthew Adams
Subject: FW: Master Plan Comments

Here is another LAFC that just came in.

Laura Razo
Senior Environmental Design & Compliance Associate
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Tuesday, June 2, 2020 10:07 AM
To: Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>; Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>
Subject: Fw: Master Plan Comments

From: Gary Logan <rastagari@gmail.com>
Sent: Tuesday, June 2, 2020 2:25 AM
To: info@expositionpark
Subject: Master Plan Comments

To whom it may concern,

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LAFC fan Active Supporters
Gary Logan
9522 Prichard St.
Bellflower Ca 90706

E23



NANDC
North Area Neighborhood Development Council
www.NANDC.org



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Jim Childs
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June 1, 2020

Ana M. Lasso, General Manager at 700 Exposition Park Drive Los Angeles, CA 90037

Via e mail: info@expositionpark.ca.gov

"Master Plan Comments"
Draft SEIR Exposition Park

Please accept and consider our comments on behalf of the Empowerment Congress North Area Neighborhood Development Council (NANDC). NANDC is the Neighborhood Council in which Exposition Park is located. We appreciate the effort to create a holistic view to guide the future of Exposition Park as it develops in the next 25 years. This Master Plan is critical to the future of the park and the neighborhoods surrounding it.

NANDC is a self-governed, self-directed and independent organization empowered by the Los Angeles City Charter. This charter offers neighborhood councils a role in the City's decision-making process. NANDC was certified by the City of Los Angeles on April 27, 2002 and was the 24th neighborhood council formed under the guidelines of the City Charter. We promote public participation in city governance and decision making processes, to make government more responsive to our local needs and requests, creating more opportunities to build partnerships with government and private entities to create more opportunities for our neighborhood.

The NANDC Board reviewed the SEIR at two public meetings, the full Board on May 7, 2020 and the Policy/Joint Board Committee meeting on May 26. In addition to our remarks in this letter, we would like to incorporate by reference the comments made by stakeholders at the Exposition Park Master Plan Draft SEIR Virtual Public Meeting on April 29. There are many unresolved issues that in our view require further study and analysis.

The goals of the Exposition Park Master Plan: to *"guide the development of Exposition Park during a 25-year period to link Exposition Park to the City of Los Angeles around it; connect the park's segments to one another; and encourage the community members and visitors to linger with the inclusion of more plentiful pathways, plantings, and visitor amenities. The proposed project would connect the park's segments by improving pedestrian and recreational use of the spaces between its buildings and*

E23.1

E23.2



moving surface parking spaces underground” are laudable. The manner in which this is done requires further research and evaluation particularly in the areas of Traffic and Circulation, Aesthetics/Historic Resources, Effects on housing and the population, Access to the park, Noise impacts, Parking, and Hazardous Materials. None of these areas are fully examined in the present SEIR.

E23.2
cntd

Traffic and Circulation

The reduction of Bill Robertson Lane to one lane with drop off lanes for buses and cars does not take into consideration that the Lane provides some of the only north/south traffic other than Vermont Avenue which is often jammed with traffic. The closure of 39th Street also makes traffic mobility for residents less varied. NANDC and other stakeholders present have traffic/congestion concerns.

E23.3

Aesthetics/Historic Resources

While there is a list of historic resources and districts, there is lack of acknowledgement of historic importance of Christmas Tree Lane. Why not now return it to purpose/function/original intended design? Would like further historic assessments on it this National Historic Register eligible property and the design concepts provided appear to do serious harm to character defining features of Christmas Tree Lane.

E23.4

Further thematic design should be explored in the implementation of the solar park project wherein the context of the park and its historic setting and eligible historic district can be reinforced.

The Rose Garden and the impacts of some of the design elements such as the cycle track needs to be further considered.

Effects on Housing and Population

NANDC asks that the effects on housing in immediate area are considered with development of this scale. While OPEN may believe that there is no impact on the housing availability, such a statement appears somewhat self-serving. How do you preserve the affordable housing surrounding the park and insure the livability and quality of life of residents? The Park is a fabulous resource which needs to serve all of the residents and enhance the quality of the lives of neighbors. The Master Plan is silent on the effects on the surrounding neighborhoods. NANDC asks that the effects on housing in immediate area be considered with development of this scale.

E23.5



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Noise

The SEIR does not adequately analyze the impacts of potential events activities on area noise nor insure neighborhood liveability. The statement that this is an entertainment area does not sufficiently justify noise which may be created by concerts, special events

E23.6

Parking

The replacement of surface parking with underground parking is a positive step. What is unclear is how free or low cost parking that currently is available for residents using the EXPO Center will be continue to be provided. The imposition of event type fees on neighborhood park users would have a chilling effect on the ability of neighborhood stakeholders to avail themselves of the amenities provided. Secondly there vents is no adequate plan to handle parking during special events and games.

E23.7

Hazardous Materials

Adverse effects of contaminated soils, need to properly mitigate hazardous materials threat. Guaranteed no net loss of historic materials (including flora/fauna).

E23.8

This comment is provided as part of NANDC and stakeholder comment on the Draft SEIR for Exposition Park as authorized by the NANDC Board for submission by June 1, 2020. We would encourage further clarification and evaluation in the SEIR. We offer the opportunity to meet with you at your convenience to further provide dialogue with the community for your consideration and evaluation.

E23.9

Sincerely,

Empowerment Congress North Area Neighborhood Development Council (NANDC)
Thryeris Mason, President (missmason.nandc@gmail.com)

Cc: Senator Holly Mitchell
Assemblymember Reggie Jones-Sawyer
Steve Wesson, USC Village Ombudsman
Councilmember Gil Cedillo, CD 1
Councilmember Marqueece Harris-Dawson, CD 8
Councilmember Curren Price, CD 10
NANDC Board and Policy Committee

Matthew Adams

From: Laura Razo
Sent: Monday, June 1, 2020 4:37 PM
To: Matthew Adams
Cc: Laura Male
Subject: FW: Master Plan Comments

Laura Razo
Senior Environmental Design & Compliance Associate
430 North Halstead St.
Pasadena, CA 91107
Tel: (626) 683-3547 ext. 136
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From: Brown, Bryce@OPEM <Bryce.Brown@expositionpark.ca.gov>
Sent: Monday, June 1, 2020 4:32 PM
To: Laura Male <lmale@sapphosenvironmental.com>; Laura Razo <lrazo@sapphosenvironmental.com>; Marie Campbell <mcampbell@sapphosenvironmental.com>; Neal Payton <npayton@tortigallas.com>; Lasso, Ana@OEPM <Ana.Lasso@expositionpark.ca.gov>
Subject: Fw: Master Plan Comments

Hello All,
Please see below regarding the SEIR.

-Bryce

From: Wes Joe <wesjoe8@gmail.com>
Sent: Monday, June 1, 2020 10:36 PM
To: info@expositionpark <info@expositionpark.ca.gov>
Subject: Master Plan Comments

Ana M. Lasso, General Manager
700 Exposition Park Drive
Los Angeles, Ca 90037

Hello Ms. Lasso:

Here are a few comments regarding the Exposition Park Master Plan SEIR.

I assume comments are archived for the record, so here is some context.

I am writing to you during the fourth local month of the COVID-19 pandemic. This necessitated the April 29th meeting being held virtually. I logged into that meeting and watched and listened to the presentation. I was disappointed that the format did not allow those participating in this limited way to see "who else was in the room."

For the break-out session, I was referred to a different website and thrown out of the "room" I'd initially logged into. So I was unable to participate. There was much to be desired in this "Public Meeting." (In addition, on May 4th I received a message from your Department expressing regrets that I was unable to participate -- but I did listen in -- including hearing the consultant refer to Hoover Street as "Hanover.") Again, a doubt as to whether a valid meeting was held.

F1.1

More context: A week ago today, George Floyd was killed by a police officer in Minneapolis. This resulted in nation-wide protests. I'm writing on a Monday afternoon -- there was a protest and looting Downtown on Friday night; in the Fairfax/Melrose District on Saturday, and in Santa Monica and Long Beach yesterday. We're about to go into another night of curfew.

Exposition Park is located in a part of the City that has suffered disproportionately from the COVID-19 epidemic. And although community policing has removed many of the injustices of the past, the area continues to be park-poor (as mentioned in the EIR), and largely low-income.

F1.2

This is what is downplayed in the DEIR.

This is what should no longer be ignored.

Yes Exposition Park is a regional resource, with an almost unparalleled access to transit.

But its southern edge is a ragged one. Not physically but socially and economically. And the Supplemental Master Plan does little to address this fundamental issue.

F1.3

No it's not "Environmentally significant."

But at this moment, for a project of this scope, the lack of local open space and recreational resources, needs to be addressed directly.

So Element 4, the Promenade along MLK, needs to be elaborated as more than just a lawn over a new parking structure. Yes, it's understood that it will probably be used as a media staging area during the 2028 Olympics (something else that was left out of the SEIR)

F1.4

But before and after, this very large area needs to be improved for use by the local community.

Wes Joe

532-1/2 W. 48 St.

Los Angeles, Ca 90037

cc: Hon State Sen Holly Mitchell

Hon Councilmember Curren Price



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EXPOSITION PARK MASTER PLAN

DRAFT SEIR VIRTUAL PUBLIC MEETING

MEETING ROOM 1 TRANSCRIPT

Meeting Date: April 29, 2020

0:05

Right good evening, everyone. I wanted to introduce myself. Ana Maria Lasso, I'm the general manager of Exposition Park. Exposition Park is having a Master Plan update and it's a new master plan actually and then we're here this evening to present the Subsequent Environmental Impact Report. It's a CEQA public meeting and we hope you enjoyed our presentation. 0:35

Ana thank you. My name is Andrea Conant with Consensus and with the Exposition Park Master Plan Outreach team. I just want to quickly go over the technology just to make sure you all are comfortable with it. So the first step is to ensure that you use your control panel. You want to make sure your control panel is open. So as you can see on the screen, there is a gray banner. If you if that's all you see, what you need to do is click that orange arrow.

1:05

And it'll pop open your control panel. Well, you'll be given a few different ways to listen in to the meeting as well as provide questions. Also, we want to just make sure that folks know that Spanish language support is available. You can see it right here on the screen where you can call in for that and it's also provided in handouts, which I'll explain on the next slide.

1:30

Next slide please.

1:34

If you're having trouble hearing me, hopefully you're reading the slides in front of you. But again on that control panel either click computer audio to hear through your computer speakers, or if you click that phone call button, it'll provide a call-in number and an access number for you to listen in on the meeting as well. Next slide.

1:57

And then finally if you have a question, it's really important for you to take a look at your control panel. There's a section called questions right in there. You can type a question in at any time. We'll be responding to the questions after the presentation as well as in the virtual meeting rooms. We'll break out into subject matter areas. If you're having any technical



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difficulties, please go ahead and submit a question in your control panel. We'll answer that in real time, or you can email us at hello@ExpositionParktogether.org, or you can give us a call at 951-265-0461. Next slide.

2:37

And then finally, we want everyone to have a good virtual meeting experience. For a lot of us, it's our first time. So we just encourage you to ask questions that are on topic make them as concise as possible so we can get to everyone. Provide feedback and insights to inform the report, follow the displays along in the webinar. But if you need to come back, we're going to ask our Spanish interpreter. Thank you.

3:11

Follow displays in the webinar or you can refer to the handout section in the control panel. You'll see a label that says handouts, there will be three handouts in there for you. And ultimately, we want to share a mutual respect and concert courtesy to all participants. So thank you for participating. With that, I'll ask Ana to make introductions. Sure. 3:32

Thank you so much Andrea, so these are very interesting times and we didn't expect to have a virtual meeting to do this portion of the CEQA process but here we are and so we're going to try to provide you as thorough information as we would if we were seeing you all in person. The great thing about a virtual meeting, perhaps we have more attendees because this provides for a flexibility for those who can't get to the park or to our location. So I appreciate all those who joined us this evening. Again, my name is Ana Maria Lasso, I'm the general manager of Exposition Park. I report to the Natural Resources Agency as Exposition Park is a state facility. With you tonight you have Andrea Conant who's the vice president of Consensus. She just provided that technical support to all of you. Also this evening presenting is Neal Payton. He's our principal architect on this master plan. He's been with us since day one. He is the principal at Torti Gallas and Partners and he will provide the master plan overview. Also with us tonight presenting is Marie Campbell. She's the principal with Sapphos Environmental, Inc., and Marie is going to provide the CEQA overview. She also was with us on February 4th. So for those who were there, you'll remember Marie will provide a very thorough explanation of the CEQA process and make it very accessible for all to understand.

4:58

So I appreciate that Marie and also tonight we have Jacqueline Dupont Walker who's actually been guiding the community engagement and support of this master plan since 4 years ago when we, before we brought on Torti Gallas. We had a community advisory committee really helping to steer community engagement. And then we'll go into public comments. All right if I can get the next slide, please.

5:25

I also wanted to present everyone who's on the team and who is with us tonight, and this meeting when we break out into different virtual rooms, you might get to interface with some of the folks. So again myself Ana Lasso from OEPM, Office of Exposition Park Management, Neal Payton from Torti Gallas, Andrea Conant vice president of Consensus, and David Moreno from Consensus. Amy Nungaray from Consensus, Miss Jacqueline Dupont Walker,

5:54

the community advisory committee chairperson, Marie Campbell principal at Sapphos Environmental, Inc., Laura Male project manager at Sapphos Environmental, Inc., Carrie



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Chasteen architectural historian with Sapphos, Laura Razo assistant project manager at Sapphos, Megna Murali technical author at Sapphos, and Jonathan Chambers from Gibson Transportation Consulting Inc. Next slide, please.

6:24

And I also wanted to again underline and stress that this is a public hearing for the master plan. And we really appreciate everyone's interest and input and so I wanted to go over these three bullet points. Because of covid-19 and because we are asked to shelter in place and provide social distancing, we moved onto a virtual platform to provide this public hearing.

6:54

It is being recorded, and a whole copy of a transcription and this video will be on our ExpositionPark.ca.gov Public Notices website. It will also be posted on the ExpositionParktogether.org website and for those who need to get a USB thumb drive can also request one, but that's for those organizations representing 50 people or more if requested. 7:20

We will have an open comment period which actually started April 17th when the SEIR became public and it was made public in various locations including at Exposition Park, through our websites, and through to news media outlets *The Sentinel* and *La Opinion*, and we ask that if you provide comment that you include your name your address in your written correspondence, you can send that attention to me, Ana Lasso, Manager; the address is 700 Exposition Park Drive, Los Angeles 90037, or you can e-mail your comments to info@ExpositionPark.ca.gov. Thank you. And with that, I'm going to hand this off to Neal Payton. Next slide, please.

8:12

Good evening, everyone, and thank you for joining us here this evening.

8:17

Again, my name is Neal Payton with Torti Gallas and Partners.

8:22

Exposition Park is located in one of the most park poor areas of Los Angeles. With that in mind, our master plan is designed to enhance the park going experience who a series of new or in some cases reimaged Gardens plazas walkways that we together a diverse set of Institutions into a Grand Central Park the city of Los Angeles and the state of California.

8:48

Inspired by historic world's fairs or expositions as they were sometimes called, the reimaged Exposition Park celebrates the history community and culture of both local neighborhoods and the greater region by creating new Open Spaces that educate, Inspire, and entertain visitors. 9:10

There is a specific focus on ensuring that the landscape will deliver resiliency with minimal use of water, which is of such great importance in this era of climate change. Next slide, please.

9:27

The timeline that you see on the screen is a brief synopsis of almost 150 years of Park history beginning in 1872 in 1923. The Los Angeles Memorial Coliseum was known was built known at the time as the greatest stadium in the world and went on to host two Olympic Games in both 1932 and 1984. And as you note on the bottom of the timeline will be a venue once again for the 2028 Olympic Games.

10:05



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In 1993 a master plan for Exposition Park was created and for more than 20 years was followed to achieve many of the desired results now 2020. It's time to rethink the park and envision its next 25 years. Next, please.

10:29

Because it has such a long and storied history we don't start with a blank slate. Exposition Park currently houses three and soon-to-be four museums to sports arenas and Aquatic Center, a beloved Rose Garden, a science garden, I'm sorry a science magnet elementary school, parking structures, a daycare and senior center, as well as the soccer field and children's playground. Its infrastructure is in place. Many of its spaces and buildings are historic, and even views into the park that are considered historic and are therefore also protected. We started with this reality and our goal was to find opportunities to make improvements that would make the park more welcoming both to neighbors nearby as well as to visitors from around the region as well as around the state and even the world. We wanted to make it easier to find your way around to make the experience of being a pedestrian even more pleasant. We wanted to make it more of a park that you would go to, Not only to visit one or several of its institutions were to see a ball game, but when you visit just to be in a park.

11:47

Next slide please. With this in mind the master plan emphasizes five themes which inform all of the individual components of the plan: history, community and culture, sports and entertainment, health and wellness, and science and nature. For example, fitting into the science and nature category, the plan puts into place a series of sustainable features that include conserving existing canopy to ensure a healthy tree cover while adding new native trees that provide large canopies for shade, prioritizing the use of regionally appropriate plant materials to reduce water consumption and establish native plant communities in capturing stormwater, and reusing it for irrigation while also making it a feature of a science education garden and, from a health and wellness perspective, the park provides unprogrammed open space for physical activity and mental

12:47

stimulation as well as walking and jogging trails and new protected bike paths along its perimeter. Next slide, please.

12:58

The plan will be implemented as nine distinct projects complimenting the park's existing cultural Sports and recreational facilities and linking them together with a comprehensive pedestrian circulation wayfinding system. This includes 14 acres of new green space on the south side of the park and the transformation of the existing South Lawn into a Science Education garden with an emphasis on water management.

13:25

The plan also features an opportunity for the California African American Museum to build a bookstore cafe and to accommodate a sculpture garden while also providing an Olympic ring walk, which will celebrate the history of the Coliseum. Other components of the plan include the transformation of existing State Drive into a pedestrian only museum walk and the transformation of Bill Robertson Lane into a more complete street welcoming pedestrians and vehicles alike. The new landscape and special paving and protected bike path has also been



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anticipated to run along Exposition Boulevard Figueroa and Martin Luther King Jr. Boulevard. Now, I'll take you through each of the nine elements next.

14:15

Element 1 is what we call Threshold and Gateway.

14:20

The streetscapes at the park perimeter will be reconfigured to be more sustainable with increased tree canopy, bioswales for stormwater management, widened sidewalks with planted buffers, enhanced crosswalks, protected bike lanes, and wayfinding signage. This new streetscape design not only welcomes users and celebrates the park. It also enhances the connectivity of the park with the surrounding

14:49

protected cycle track would provide more safety for cyclists than the existing painted bike lanes along Figueroa and coupled with bike racks and Bike Share stations, encourage more people to access the park via bicycle.

15:06

Next slide please.

15:11

Element 2 is Expo Festival Plaza. It encompasses the area between the Bank of California Stadium and the existing visitor parking structure and includes the space of Christmas Tree Lane itself reimagined as a large Urban Plaza along with a central green. The new Expo Festival Plaza fosters seamless pedestrian connections by not only eliminating the existing curves and raising the streets to the same level as the curb is now but also by adding a network of new Pathways that bridge the green Space. Decorative paving throughout visual unifies Expo Festival Plaza. New shade trees, benches, energy-efficient lighting, and low bollards separate the Pedestrian and vehicular zones and provide an additional level of security. Next, please.

16:16

Element 3 is the solar garden, inspired by the tent-like structures seen at many world's fairs and recognizing that the existing visitor parking structure was designed to accommodate a canopy of solar panels, the solar garden implements the original vision for the visitor parking structure in a contemporary and festive manner simulating an orchard of sorts providing shade as well as the more welcoming visitor entrance to this existing facility while maintaining do you use to all of the existing institutions.

16:51

Next slide please.

16:58

Element 4 is the Festival Park and Community Promenade.

17:03

Situated on the south side of the park on what is now 14 acres of asphalt, this space will provide much-needed Green Space where the adjacent communities it provides expansive lawn area for Passive Recreation such as casual long Sports picnicking strolling or movie or concert viewing.

17:27

The park space is irrigated using captured stormwater and is located above a two-level underground parking structure replacing all of the spaces currently parked on Lots 4, 5, and 6, and is accessed from Figueroa Street, Martin Luther King Junior Boulevard, and South Hanover



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Street. A broad Community Promenade planted with shade trees and complemented with benches and Lighting provides a comfortable and direct connection through the length of the Festival Park.

18:02

Next please.

18:06

A double row of monumental date palm trees flanks the new park entry at South Hanover Street, welcoming users to the park and to an iconic viewing structure or art installation as well as a Park Operation Center, or a wellness center, and public restrooms additional elements could include a destination children's playground, a skate park, or other active recreational uses desired by the community.

18:36

Next please.

18:41

Situated adjacent to the new Lucas Museum of Narrative Art, as well as the natural history museum, Expo Center, and the Los Angeles Memorial Coliseum, Bill Robertson Lane is an existing north-south City street and will be reconfigured with a shared pedestrian and vehicular streetscape to facilitate multimodal circulation as well as access to these institutions. Decorative paving and security bollards,

19:11

for the pedestrian and vehicular zones, as well as drive-thru and drop-off lanes, shade trees will enhance the Pedestrian experience by calming and reducing the speed of traffic.

19:25

I want to emphasize that existing the service and garage entries along Bill Robinson Lane will remain.

19:33

Next please.

19:38

Running adjacent to the California Science Center and Rose Garden and connecting the California African-American Museum with the Natural History Museum and the Lucas Museum, beyond that, State Drive will be closed all to normal the regular traffic. However, fire access will remain and transformed with decorative pavers into an East-West pedestrian spine.

20:02

The strategy will encourage visitors of one museum to visit others and it celebrates these for cultural institutions as members of a singular brand.

20:14

Flanking the reconfigured Promenade is a seating and amenities zone with shade trees, broad areas of planting, and decomposed granite to walk on, there will be ample seating opportunities for picnicking and formal gathering.

20:30

Museums may also choose to utilize this area for small outdoor exhibits and even collaborate with one another on shared themes.

20:40

Next please.



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20:44

Element 7 is the space between the California African American Museum and the future Samuel Oschin Air and Space Center, where the space shuttle will be permanently displayed. This has been designed as a new plaza highlighted by a new bookstore cafe for the museum as well as public restrooms serving all visitors.

21:07

The plaza contains a grove of new shade trees and decorative paving that visually unifies it with a broad fire lane that serves the future Samuel Oschin building. Public art and sculptural seating elements in the plaza complements an adjacent sculpture garden that will feature a work by prominent African-American artists.

21:28

Next please.

21:35

The Zanja Madre with the aqueduct irrigation canals that served the Los Angeles Pueblo during Spanish colonial rule element is a contemporary interpretation designed to resolve a confluence of streets and pathways that intercept this space including Museum Walk, Bill Robertson Lane, victory walk, and Exposition Park Drive.

22:01

The existing south lawn of the Natural History Museum will be transformed into a new Zanja Madre, a stormwater treatment garden that also serves as a new entry experience for the Natural History Museum itself. The Zanja Madre is flanked by open lawn spaces subtly depressed to provide catchment for stormwater and facilitate active recreation while also preserving several large shade trees in a repaved victory walk along its eastern edge.

22:35

Seating steps adjacent to the garden provide an opportunity to serve as an outdoor classroom to complement the educational program of the Natural History Museum. Next, please.

22:54

Element 9 is the Olympic Ring Walk. All roads lead to this central walkway that encircles the Coliseum and champions the athletic history of Los Angeles, including college and professional football, professional baseball, and multiple Summer Olympic Games. A broad pedestrian Promenade consisting of decorative paving embedded with interpretive graphics, and edged by a row of towering date palms, educates

23:24

visitors about this rich sports history. Seating areas, new concession stands, and restroom buildings are built into the existing berm, providing additional amenities along this 2/3 of a mile route.

23:39

Next please.

23:43

In addition to these in nine individual elements are a series of parkwide strategies, routes, and amenities, for example, and this is just a partial list, we'll have hydration centers where you can fill your water bottle and your dog can get a drink.

24:02



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Of course, we'll have new trash and recycling receptacles, a new wayfinding system, new restrooms as I've mentioned in several places, and a whole collection of benches, picnic tables, energy-efficient lighting fixtures, and trails with mileage markers. And with that I'd like to hand this over to Marie Campbell of Sapphos who will describe the environmental impact report. Thank you.

24:33

Thank you, Neal and thank you all for joining us this evening for this very important public workshop. If we could go to the next slide, please. So, as Ana said, I will provide a little bit of context. The California Environmental Quality Act is our broadest environmental law in California, and the legislature had very specific purposes in mind and this public meeting is part of the fulfillment of those purposes. The first is to ensure that we preserve the quality of the environment.

25:02

It is for both human and the natural environment. The second purpose is to disclose the impact of projects. So to consider whether a particular environmental issue area will have no impact, there must be significant impact, or significant impact that make us want to consider a project design features, mitigation measures, or alternatives that may be capable of avoiding those impacts. What are the consequences of those alternatives to prevent environmental damage?

25:41

Also to promote interagency coordination. While tonight we're very focused on public, we also have a very long period of reaching out to all the public agencies that have a regulatory authority that we need to consider, and finally and most importantly, the purpose is to invoke the purpose which is to ensure that the public has an opportunity to participate in the process and that ultimately when OEPM considers this project that they take into equal consideration with the engineering and economic aspects of the project the environmental aspects of the project and the public's input. Next slide, please.

26:23

Next slide please.

26:26

The master plan is a refinement to the larger Los Angeles Memorial Coliseum renovation project that was previously approved in 2003 and subsequent to which time, for additional improvements to that, approved projects were undertaken in 2006 twice in 2016 and again in 2017.

26:54

Actually, the original anticipated improvements have been largely completed or have been initiated. What's next to consider are the next steps and to realize that there were still opportunities.

27:53

Defining the scope of environmental issues that are now addressed in the draft subsequent EIR, which is out for public review and that provides the second opportunity for the public to focus more on their environmental analysis itself and anything that we missed or other things that you'd like us to consider. An opportunity for you to share this with us either tonight during the meeting or in a follow-up comment period and there will be a last and final opportunity for the public to express their concerns or thoughts or support for the project.



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28:23

And that would be at the consideration of the product, the Master Plan or certification of the SEIR which we anticipate is into the September timeframe. Next slide, please.

28:38

So as I said part of our job is to consider the impacts of the project, and most projects, even the best projects, you have impact associated with them, and this case of the environmental issues that we considered, five issues were determined to have no impact: agriculture, energy, land use and planning, population / housing, and wildfire. Population and housing is highlighted because through the scoping notice, we identified it as

29:36

another that might be an impact. Aesthetics, biological resources, cultural resources, geology and soil, hazards and hazardous materials, transportation, and tribal cultural resources. Next slide, please.

29:49

Because there are some there's some potential for there to be impact. CEQA requires that we evaluate the project against the no project alternative. And in this case because we have an existing approved document we're evaluating it as continuing to operate under the 2003 approved project with no changes. Not to say that there would be the things that were already approved wouldn't happen. It's just that you would completely fulfill that plan without making the changes contemplated by the master plan.

30:20

But because we have the potential for significant impact, we also looked at the constrained master plan and that would be to dispose of our impacts related to construction and ground disturbance.

30:30

The elements of the project that have was ground disturbance associated with them are elements 4 and 8. The constrained alternative, rather than the proposed Festival Park and Community Promenade, Expo Park would retain the existing surface parking lot area in element 8. Expo Park would retain the existing use for VIP game day parking and the net effect of those changes are to reduce the amount of ground improvement for the public from 40.6 acres to 21.7. Next slide, please. So this shows what when we look at the three alternatives that were all basically considered the action will trim the proposed master plan, the no project just continue to operate under the existing conditions. You can see that they're largely compatible with the exception of those things that would involve ground disturbance. So by not doing the project or by doing less of the project, you would have less impacts to geology and soil. We're able to reduce the impact by consideration of mitigation measures. So at this point, I'm very pleased to introduce Jacqueline Dupont Walker, who's the chair of the advisory committee and has been spearheading the effort on the community side for the last four years. Jacqueline.

32:27

The committee includes dedicated and committed stakeholders some with longer terms of dealing with the Expo Park as others. We come representing generations of those who have since 1872 sought to protect Expo Park. We want to thank and recognize the leadership of Ana Lasso and her team because she has come aboard and picked up the baton it did not drop, but it was passed to



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33:26

her and she has been stellar in protecting it but tonight I really want to hear from the community, but I cannot start without raising the name of Levi Kingston. Levi Kingston, who I knew first as a champion of Expo Park, and who passed in March of this year, is somebody whose historic memory was so complete and comprehensive and passionate.

33:56

I believe Levi had an almost perfect attendance at the Coliseum Commission as a community stakeholder. Those of us on the advisory committee only hope that we can carry on Levi's legacy.

34:17

So welcome to everyone who is here, and I look forward to hearing from the community. This truly is our job to be at this post listening to you and making sure that what we do is in the best interest of the communities. Thank you to everyone who is here tonight. The best is yet to come.

34:36

Thank you so much Jackie. We so appreciate your participation and you've been with us since before we awarded the contract to Torti Gallas. So we are deeply honored that you really led all the community involvement and also a very special shout-out to our board member Billie Greenwood who's been the chairperson of the master plan committee. I know you're on the line somewhere Billy.

35:02

Thank you for always guiding the process and for making sure it was very transparent, and because of you both we're here at this point.

35:13

So with that I think Andrea will you walk us through how we get into the virtual rooms? That's right. Great. Thank you everyone. So if you take a look at your screen, we have three virtual meeting rooms, and we really just want to make it easy for folks to find the information that they're looking for related to the project.

35:33

So if you stay here in virtual meeting room one, you'll get to hear from Ana and Neal and Laura Male from Sapphos and Diana Rosco will be our Spanish interpreter in this room as well and we'll go over the Master Plan and Alternatives. So if you'd like to just dig deeper into those ask any questions, provide any comments related to that here in the meeting go ahead and stay here but to visit virtual meeting room 2 you'll need to visit the link provided in the chat.

36:13

You should be able to click it in your chat message and that will take you to hear from subject matter experts including Bryce Brown from the office of Exposition Park management and Carrie Chasteen from Sapphos and Laura Razo. The team will be there to go over aesthetics, biological resources, cultural resources, and tribal cultural resources.

36:39

And then finally in virtual meeting room 3 you'll hear from Freddy Santos with the office of Exposition Park management, Marie Campbell one of our presenters from Sapphos, as well as Megna Murali and Jonathan Chambers and they'll be going over issues such as energy,



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geology, greenhouse gas emissions, hazards / hazardous materials, population and housing, as well as transportation.

37:12

So you're welcome to move about each room as you would like, but the way that you get there is to click the links provided in the chat box or type them in as they are provided on the screen here and we're going to allow just basically until about 6:40 for folks to assemble in the rooms that they would like and then when you get there will be there to answer any questions that you have as well. So we'll give you some time to move about until about 6:40 and then we'll start the virtual meeting rooms.

38:08

For those of you who are staying in virtual meeting room 1 go ahead and submit your questions through the control panel. There is a section just called questions type them in right there and we will start answering your questions. Everybody who's here for virtual meeting room 1 should stay here.

43:25

But if you're trying to depart and move to 2 or 3 you need to leave this webinar. So By leaving it can be come back in 3 then.

43:36

Yes, so when you leave this room and then you click the link to number 3, then it will start right up. Just like how when you enter this meeting you just can't be into out one time. Okay.

43:56

So what I'm going to do is pull up the slides for this session and then we'll get right into it and we're here we're going till 8 o'clock.

45:39

One moment.

46:02

Welcome everyone to the master plan and Alternatives virtual meeting room 1. My name is Laura. And as you know, I'm here with Ana, Neal, and Andrea who gave the presentation earlier and Diana is here as our Spanish interpreter.

46:21

As stated in the presentation three alternatives were evaluated in the draft SEIR. These four graphics show the existing conditions for Exposition Park in the upper left, a rendering of the master plan in the lower left, the nine elements of the master plan in the upper right, and the seven elements of the constrained master plan in the lower right. The third alternative as Marie said earlier is the No Project Alternative, which would involve only previously approved projects such as the Lucas Museum of Narrative Art.

46:59

Please let us know if you have any comments or questions.

47:04

All right, so I'm just going to read a few that we have queued up here. So the first one.

47:14

The question. Is there a plan to help bridge access into the park from the south meaning MLK Jr. Boulevard.

47:27



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I'm sure will take that question in terms of access

47:37

to the park element. I think we call it element 4 right it's the transformation of what are currently are lots 4, 5, & 6 into a park space and a Festival Plaza and all of the parking would be below so we would replace all parking below those Park areas. It would create an inviting open gateway into the park.

48:05

I think one of the things that we noticed when we began to enter into this master plan was making sure that the park was equal on both the north side and the south side of the park and it was very important to have that Gateway into the park. I'm not going to go into it a lot but there are also other efforts that the city is pursuing they have similar names to our master plan, but it's actually a streetscape project. That would actually create improvements along MLK. It's very complementary to what we're doing, but that's we're not going over that tonight. But I think between the city's efforts and the state's efforts that southern portion of the park would be very porous and very accessible to the community south of Exposition Park. That would be our goal.

48:58

Okay, hopefully that's sufficient. Feel free to go ahead and chime in with other questions. If you have them Andrea, you know, we're looking at the virtual meeting room entry thing on the screen right now. Just exactly what you intend. Sorry. Thank you. Okay.

49:22

All right. We'll go to the next question.

49:27

So this is from Scott: Are the walkways and Christmas for use with tailgate.

49:51

Sure. I'm hearing myself to be an audio issue.

50:04

So can you repeat the entire question because I want to make sure I answered.

50:11

Are the walkways in Christmas Tree Lane decorative or ADA Compliant?

50:18

They may be removed for use with tailgate for LAFC matches.

50:23

Well, you wouldn't remove the pavers now, there'll be fixed, but it wouldn't prevent tailgating. They are decorative and they are ADA Compliant all of the above.

50:39

Okay, that's it.

50:41

All right, and then there's a question about to explain slide 29 again. So let me try to pull that up for you guys.

50:58

Got it. Yeah, that is probably best answered in virtual meeting 3, but Laura, did you want to take a crack at it? Sure. So this shows, this slide shows the three project alternatives that were evaluated in chapter 5 of the draft subsequent EIR. The first column is the no project alternative

G.2

G.3



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list. Some of the previously approved projects that are not part of the scope of the master plan. These projects have already been approved.

51:34

And they will be constructed as planned. So these include the Coliseum renovation project, which has been completed, the Coliseum District specific plan, which was adopted, the Lucas Museum of narrative art, which is currently under construction, the Samuel Oschin Air and Space Center, which is already been approved, the rainforest at California Science Center, which is already been approved, and the Natural History Museum Commons renovation building project, which has already been approved.

52:04

The middle column shows the nine elements of the proposed master plan, and the column on the right shows the seven elements of the constrained master plan alternative. So elements 4 and 8 would not be included and would not be constructed as part of the constrained master plan alternative and instead of elements 4 and 8 existing surface parking lots would be retained, and the South lawn that's just south of the Natural History Museum of Los Angeles County would be retained as is.

52:47

Okay.

52:49

The next question is from Dawn McDivitt: If you choose no project does the current master plan stay in effect?

G.4

53:02

The 1993 master plan would. I think that's the master plan she's referring to. There was a previous master plan in 1993. That was a 25-year master plan.

53:21

That master plan is being implemented including the Samuel Oschin Air and Space Center and the rainforest at California Science Center.

This question is from Marco Flores: Will the preschool and Senior Center have direct access to the underground parking? I can answer that - direct access - I want to kind of clearly state they would not have. The parking lot will not be under the preschool or the Senior Citizen Center so the underground parking lot would end right at the edge of Lot 4 and 5. Access in terms of could people park, the parking areas would be open to the public for parking so want to differentiate between access and where the parking lot ends. Hopefully that answers the question.

G.5

54:23

All right. From Steven Nieto. Can you discuss how traffic will be impacted on the south and the park under the current master plan?

G.6

54:33

That's probably the, we're going to handling traffic and transportation in the third room. But does anyone want to speculate. Know there are very few impacts if any and I think Jonathan Chambers from Gibson Transportation is best suited to answer that question.

54:56

Yes, so Stephen go ahead and visit virtual meeting room 3 and just let us know if you have any trouble accessing that.

55:07



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From Catherine Nelson. It looked like there would be a bike path going around three sides of the park, but not Vermont Avenue. Do I misunderstand something?

G.7

55:17

No you got it. That's exactly right. There's no room on Vermont in Expo Park's physical boundary.

55:28

Right, and I also want to add to that that Metro and the city are studying Vermont for a variety of projects, a couple projects in addition to the Bus Rapid Transit that's looking at alternatives. So the width of Vermont does not provide enough room to create that bike path all around Vermont. So Vermont is probably the busiest the busiest thoroughfare for buses. I think it is the largest bus system in the nation. Metro is and Vermont Boulevard happens to be the most transit bus line. The various lines that go along Vermont. So we can't put a bike lane there. Having said that, the work we're closed Robertson Lanes to calm traffic.

56:19

And the paving should make it a much safer street for bicyclists to utilize, with not with dedicated bike lanes, but certainly a safer street.

56:35

This question is from Patricia Robinson. What will happen to large programs and swim meets at the John C. Argue swim stadium? Sure. I can answer that. They would continue moving this forward. I think just for everyone on the call and this in this virtual room. The parking at Exposition Park would be completely replaced.

G.8

56:58

So parking would continue to be managed the way it's currently managed for the state, lots by the state, and the number of parking spaces would continue or remain identical as it is today.

57:13

This question is from one of our members Joana Russell. She's asking what is the anticipated increase in visitorship?

G.9

57:28

It's a great question.

57:32

I don't think we have the

57:35

ability to gauge that, we don't have any traffic point of view. We don't have to speak of an operation is about it.

57:53

So really it's a question whether or not the park is more desirable.

57:58

And there's no specific way to actually measure that that I'm aware of.

58:11

We hope we only use it but to that I say that I also hope that because the park will be beautifully on the southern edge that more people will be able to access it by walking to the park and riding their bicycle to the park. So I'm also hoping that people who were visiting the park

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for other reasons or going to a football or soccer match or swimming at the swim center and the like because the park is more beautiful more amenable. They'll stay longer. So it isn't just about the number of visitors. The length of time those visitors actually stay in the park. We hope that's where there's a large increase.

59:16

Andrea you've just gone. You got it. Thank you. This question is from Winston Barker.

59:23

Will the trees in that area called Christmas Tree Lane be added back? I noticed during my recent visit that they are no longer there.

59:34

Right. We are certainly replanting trees along Christmas tree lines and pretty much the exact locations that they are right now. That's part of the master plan. Yes.

59:50

For those who see some trees that are missing, let's say this year as opposed to last year. We had several trees come to the end of their cycle and that did happen at Christmas Tree Lane and we had a couple of those on State Drive and also along Exposition Drive or Exposition Boulevard, and that's because a lot of the trees in the park are about a 150-175 years old and you know, they've come to the arc of their life and with major saturation last year we had a lot of rainstorms and when followed by wind storms, we had several trees come out and we had I think two pine trees come out of Christmas Tree Lane, so they were not removed. It was nature.

1:00:47

But our hope would be to replenish those trees in the near future.

1:00:54

Thank you. This is another question from Steven Nieto. So under the constrained master plan, the surface parking lots will remain? That sounds horrible.

1:01:12

Yeah, that that the whole point of it. I mean we're not advocating for that but honestly, but the point of the constrained master plan is Laura correct me if I'm wrong here but to make certain to see if there are other alternatives that would reduce the need for mitigations on anything and some of the biggest mitigations are,

1:01:37

they're the result of literally digging the hole to build the garage. Why don't you add to that if necessary?

1:01:48

Thank you for your question. The subsequent EIR must evaluate potential alternatives to the project and the alternatives that must be evaluated must address some sort of impact that could be reduced the constrained master plan alternative by removing elements 4 and 8 would greatly reduce the excavation

1:02:50

activities associated with the development of the master plan including building an underground parking garage that would require digging which would have mitigation measures required or paleontological resources hazardous sites and other issue areas.

1:03:15

G.10

G.11



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So although the constrained master plan alternative would reduce the need for mitigation associated with excavation. It would also reduce the extent of the benefits of the park by about 50 percent in terms of the Green Space. So by reducing or removing element for from which would be the underground parking garage and Festival Lawn

1:03:46

we would also have to remove element 8 because we need to retain existing parking. This is, it's used as parking on game days for the Coliseum, so that's why we were looking at that alternative.

1:04:08

All right, and then we also had a question from Cindy Guyota to elaborate on that. So I think hopefully that covers it. If not Cindy, please feel free to resubmit your question.

1:04:21

So from a Catherine Nelson then. Will there be a bike path on Bill Richardson Avenue?

1:04:31

I think you mean Bill Robertson Lane, and there will not be a bike path per se, but the traffic itself we think will be considerably slower and make it safer to ride. We simply don't have enough street to fit a bike lane. There's just not enough room.

1:04:53

So that's the reason. And I also want to add to those who probably saw the slide for both the Christmas Tree Lane component and Bill Robertson Lane. The proposal is to bring the street at the same grade as the curb. So it would be a flush street that would thereby address ADA issues and it would make those streets more pedestrian friendly.

1:05:29

I'm going to take a look at the next question. I'm going to go to some other folks who haven't asked questions yet, then we'll get back to you all. From Jesus Garcia. It looks like the new Expo Park master plan will create bike lanes.

1:05:51

Are you working with USC to open Trousdale Parkway to the public and connect the Expo Park bike lanes? We are working with USC. They are one of our partners here in the park. But there is no plan to take the bike lane that's on the perimeter of the park that's proposed in the Torti Gallas plan through the USC campus. That's not part of this plan.

1:06:28

This question is from Winston Barker. Will there be adequate benches and picnic tables added throughout the park? I noticed currently that there are only those to the north of the Cal Science Center.

1:06:50

Yes, indeed, as you know, each of the specific areas the nine elements will have their own design when there's funding to do each one. But there is very much a desire in a plan to have each one have adequate amounts of benches with a consistent theme a consistent look and style throughout. So I think you'll find they'll be a lot of benches.

1:07:20

Picnic tables other tables to eat at the lounge at throughout the park.

1:07:34

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G.14



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Are there any plans for an outdoor amphitheater to allow music performances or outdoor movies at night?

1:07:43

Not an amphitheater literally, but we do imagine that the Festival Park and Promenade on the south part of the park could easily accommodate both concerts and movies, you could also do movies on Christmas Tree Lane, so there are a number of opportunities for that. We want to make sure that every space can be used in a multitude of ways. So that's why we don't have a specific amphitheater, but those activities could easily be accommodated, we'll make sure there's enough power outlets and the like so that everything can be run. Right. Will there be walkways through the grass in front of the Coliseum?

1:08:47

Why not leave it as a solid field?

1:08:52

Walkways in front of ways right? So may I ask for clarification do they mean walkways directly within the peristyle area or outside of the fences that currently encompass the Coliseum?

1:09:15

You know, I think the specific design of that space once there's funding for it will probably evolve so whether or not those diagonals themselves are the ultimate design or there's something else we do want to make sure that this is a space that is easy to walk across easy to use for people and foot people in wheelchairs that it has a multitude of uses that it feels like one continuous,

1:09:43

tenuous space from the edge of the Banc of California Stadium to the visitor parking structure rather than a separate isolated green spaces with a three lanes of traffic on both sides. So what you see is a initial design, but we know that will evolve over time and there will be opportunities for your input on that. Once that design gets further down the road.

1:10:25

Okay.

1:10:37

Will the fees be affordable to the community, parking and fees. This question is from Patricia Robertson Robinson excuse me.

1:10:47

There will be no entry fees, no new entry fees now to the park.

1:10:54

Right, and parking the daily parking rate is really set by the state. It tends to have you know, some sort of inflation about every four years. It is comparable with all the other parking areas in this part of Los Angeles.

1:11:14

So there's a daily parking fee and then special events concerts football games a special event parking rates that are set with the market. So it all depends on

1:11:29

what day you're coming. And for what for? What event and for what purpose?

1:11:36

Okay.

G.15

G.16

G.17



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1:11:39

Can you explain the difference in the solar garden in the constrained master plan compared to the master plan? It appears to have a full canopy in the master plan.

G.18

1:11:52

There's no difference Honestly. You're looking at an older drawing and a newer drawing. And at one time we had proposed a canopy and that is unfortunately what is showing up on the constrained master plan on the master plan drawing and not the constrained one. So good catch, our mistake and we will correct that.

1:12:28

This question is from Marco Garza. With apartments on MLK being removed and a Honda dealership moving in. Can we expect new development along Figueroa as well?

G.19

1:12:44

If so, what type of development? So I'm going to try to glean from that question. If you mean housing developments or commercial developments, I am aware of projects across the park that are mixed use developments. They have gone through their own series of environmental CEQA process. So I don't know if they did an EIR or if they did an MND or what type of CEQA document those projects went through but it is housing - mixed-use / hotel.

1:13:19

That would be from 38 to 39 along Figueroa. And then from 39th all the way to MLK; those projects are independent from this master plan.

1:13:41

Okay.

1:13:51

I'm not sure if you already answered this, but Joanne Russell would like to know what will happen to community traffic on Bill Robinson.

G.20

1:14:04

Well if Bill Robertson Lane hold still remain as a street. What we do want is it to be a street where people drive safer and slower and don't use it just as a cut-through to avoid Vermont, but it certainly will remain as a street and folks will use it when it best serves their needs.

1:14:25

I also I want to add to that that this master plan in all of its elements all nine elements was really developed to support the existing fabric that exists at Exposition Park.

1:14:37

So in developing any of the series of nine elements where there are there improvements to Bill Robertson Lane, we specifically had in mind to ensure that access to the Natural History Museum would remain intact access to the Lucas Museum, which is under construction and the Coliseum and Expo Center when we were presented with the existing conditions and Neal's team my team and Andrea's team heard through a series of community meetings some of the existing conditions that either were dangerous to children criss-crossing from Expo Center to the Playfield or traffic coming through on football games. The Torti Gallas team and their sub consultant took all of those issues and loaded them into a model to create a master plan that stitched every space together created a congruent space that sort of the common areas but always supportive of all of the entities and in a way a way to bolster and height and you know their presence in the community, so that's whenever we look at any of these elements.



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1:15:55

Access was at the paramount or at the pinnacle of our thinking.

1:16:13

Jaime Rob would like to know when does the final decision get made on if the proposed master plan versus the constrained master plan alternative. So the question about process, Laura.

1:16:30

It's thinking so the decision is made when the board hearing is held which is currently anticipated in September. The board is going to make a decision on both the EIR itself. And whether to approve the proposed project, which is the master plan or a project alternative such as the no project or constrained project.

1:17:00

Or they also have the option to approve a project that combines alternatives.

1:17:13

Let me know if you have any further questions.

1:17:17

Okay, from Jenny Espinosa Auto. The oldest palm tree in L.A. is currently standing in Expo in Exposition Park Christmas Tree Lane. Is a plan to continue housing it there since it brings so much history to the current site. Absolutely we will. Our oldest palm tree, and it actually has a plaque and several years ago

1:17:43

we worked with a very renowned artist to place a time capsule all about the oldest palm tree in Los Angeles. So we take very good care of that and it's part of you know, we hope it stays and it lives another hundred or 200 years.

1:18:15

From Michelle Hines: What considerations have been made to control or minimize vehicular traffic on Bill Robertson Lane to minimize the speeding cars that currently exist?

1:18:30

That's something we can touch on here. One of the big issues is first of all, we're going to have well,

1:18:50

we'll have a center turn lane and a passage for cars. One lane north-south. Importantly we have taken about eight feet off of both the north and southbound

1:19:04

lot drives. We haven't taken it off, but we've created a parking or pick-up and drop-off zone that's marked with trees that I'll be literally planted in those areas that prevents cars from sneaking around other cars were driving by quickly on the right side that literally puts everybody in a queue on one street. And in addition the surface of the street itself will be pavers and not asphalt.

1:19:33

Which has a little bit of a texture and tends to signal the cars that go slower. The use of bollards as well will be another visual clue, visual signal to go slower. This is something that is often called a shared street and it means that cars and pedestrians sort of have equal rights and amazingly enough

1:19:56

G.21

G.22

G.23



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it's a pretty significant cue to drivers to go slower and much like you might see in a European street, so we think between the bollards the trees that are planted in the let's call it now parking lanes or pick up drop-off lines as well as the painting itself and the striping all of it will discourage speeding on that street.

1:20:27

Here's a question from Marco Flores. Will there be a parking fee for pool and daycare visitors?

1:20:37

No, Exposition, I mean Expo Center itself is has its own parking lot, which is belongs to Expo Center and they are free to do with it as they wish, which is right now free as far as, actually, I don't know how the, Ana, you might have to answer the daycare center because I'm not sure where they park.

1:21:07

Yes, so exactly what Neal said Expo Center actually has a good number of parking spaces around their building and just south of the community garden preschool and Senior Citizen Center that they manage. I do not think they charge patrons at this point for any of the parking spaces that are under their control.

1:21:33

I would expect that would continue and that's obviously, and there's also parking along the narrow street that divides or that separates the preschool and Senior Citizen Center from the home stadium. So all of those parking spaces are at the disposal of the city to manage and to provide to their patrons.

1:22:00

Thank you. A question from Aisha Ward. Can you please review the proposed plan for school buses picked up and drop off?

1:22:15

Right. Well the buses will at the moment pick up and drop off as they do now. So wherever they normally do it they will continue to do it because we haven't changed any of those streets. The big difference for school buses is that we now have parking in the garage for upwards of 94 school buses in the first level of the new garage. We also have an additional 17 spaces in the area just north of where we're proposing the operations center, but the pick-up and drop-off for those buses will remain just as they are relative to any of the institutions that they're pick up in picking up and dropping off from. Next question from Winston Barker. Has the impact of the added traffic that the Lucas Museum been incorporated into the Exposition Park plan specifically related to parking and foot traffic.

1:23:31

So I can answer the Lucas Museum of Narrative Art. First of all, when it was decided that the park would be home to the Lucas Museum of Narrative Art, 600 plus additional parking spaces were added to the inventory that parking structure is currently under construction in the construction site where the Lucas Museum of Narrative Art is going to be.

1:24:00

All the steel frame additionally for shorthand LMNA provided a replacement parking lot just south of that and it's replacement parking to replace all the parking that was taken for the area that's under construction and will eventually be green space and an outdoor manicured green space or garden and part of their campus. So we did not lose any parking they added 600 spaces, a little bit more than that, give or take a few spaces, with the permits that they receive

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from the city and in their entitlement environment to construct the project. So we see that when you partner, we also fully with this master plan and developing the entirety of the master plan, first will have access to an underground parking structure that will have enough spaces

1:25:00

for the buses and will be all much better for everyone in terms of circulation. So I think that we will be plentiful in terms of parking and there are a lot of other improvements coming down the pipe again that are not necessarily part of this master plan, that between the Metro lines being expanded, the downtown connector,

1:25:24

whatever does happen to Vermont whether it's an above-grade bus rapid transit or below grade Metro system, and the ever-growing bus system in our neighborhood as well as the streetscape project at the city's developing. I think there's going to be a lot of safer passages for pedestrians for bicyclist and for those coming into the park in public transportation But to answer again your question about parking spaces, there should be plenty.

1:26:01

Okay, thank you. So a question from Joanne Russell. What adjustments have been made to balance the increased visitorship and quality of life impacts to the community? Is there somewhere we can read about the decision-making around these community concerns?

1:26:24

Laura would you like to address that what part of the SEIR they can look at?

1:26:32

The project description has the method

1:26:39

of the proposed master plan as it relates to the surrounding community, but the main portion of the analysis is in the population and housing section of the draft subsequent EIR.

1:26:55

Great. Thank you.

1:27:07

This question is from Marco Garza. And thank you all everyone and again for your questions and patience. The weather a few days ago was a reminder of how hot the climate gets in the summer. Any crazy ideas to put misters or some sort of cooling features, especially for the elderly and young children.

1:27:30

They're not crazy ideas at all. But I think that's a, they're wonderful idea than in fact.

1:27:37

I know that when it's really hot and you go into the Rose Garden and the fountain is going it's it must be 10 degrees cooler just in that a little area where the fountain is, that's a perfect example of how misting really achieves a huge impact achieves that great impact. I think that's the kind of thing that will come out in a detailed design for each of the spaces. If you think about those nine separate elements each of them

1:28:07

really represent nine separate projects that will probably be done over time and designed by different landscape architects and built by different entities and funded with different sources.

G.27

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And so each of them will have its own design and things like those kind of amenities such as misters I think will be an important consideration, but we don't have that level of detail yet.

1:28:37

But I think it's something we certainly would encourage as an amenity in the future. Okay a question from Jesus Garcia.

1:28:52

Will the new infrastructure changes and new amenities added to the park displace South LA longtime residents? I'm concerned because I'm thinking of Echo Park as an example. The revitalization of the lake caused developers and land large to market the lake and increase the rents and displaces longtime residents. What are you guys doing to mitigate that issue?

1:29:19

Laura do you want to address? In the EIR. And in fact that question is addressed in the housing section.

1:29:38

It's a very important question. For that reason in virtual room 3 we are actually addressing some of those concerns because it came up during our public hearing. Although our SEIR does not touch upon housing necessarily, because none of the elements that we're proposing are for housing, but we heard the community loud and clear and in fact have developed some strong series of networks with folks who are interested in looking at this and we are more than happy to support the research, support it insofar that we would, you know participate in round tables if you all need us to participate, but it's something that's not necessarily part of this plan.

1:30:41

However, because it came up they are addressing some of those concerns and questions in room 3. Yeah, and if you just scroll up in the chat and I'll try to repost it. Yeah, if you just scroll up in the chat, there's a link to how you can access that room.

1:31:06

Okay.

1:31:12

So this is from Melissa I left, but I totally not saying that correctly. I apologize. If you've already covered this, but are the streetscape improvements surrounding Exposition Park and vision for both sides of the streets.

1:31:28

I guess on the park side and across.

1:31:35

It's a question for Exposition Boulevard or MLK.

1:31:40

Just says surrounding for streets for just all streets around I think the question means all of them. Okay. So for our master plan for the master plan that you're seeing tonight. We're making our proposal for all of the sidewalks that are flanking that are within the state boundary which is up to curb around the side.

1:32:06

Interesting, and fortuitous for all of us, the city is working on an exposition streetscape plan and it's kind of like an H if you were to think of an H formation from on Vermont and on Figueroa from Exposition Boulevard down to MLK and then down almost to Vernon. So where

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the city is working to create improvements, sidewalk improvements, lighting, pedestrian paths, more landscaping,

1:32:35

then they also it's like a Double H really because it's MLK south of us. So across the street from us and then Hoover and then another street whether its 40th or 41st. I'd have to double-check so don't count on me on that one. But the city is working to ensure that those streetscapes are being addressed. The reason why the council member is really interested in that project was because he saw so much development

1:33:05

and investment in the park and really wanted to make sure it committee had a safe access and passage into the park and our master plan is about tying all of our institutions together supporting the institutions making it more accessible. And so that when folks go to the park from the community whether it's the west or the east south or the north and they're spending their day at the Natural History Museum or at the science center that they are collectively spending their entire day in the park, but yes these passages

1:33:35

are being looked at by the city.

1:33:45

Okay, and I forgot to mention also for those coming to CAAM or USC or Expo Center.

1:33:54

All right, from Jenny Espinosa. Will there be a balanced distribution of water stations throughout the park? I'm asking specifically as it relates to Christmas Tree Lane or the new Expo Festival Plaza.

1:34:11

You know, we're showing at the moment. We have a plan. It's not, I didn't show it tonight. But we show about 11, hydration stations we're calling them, and they are pretty well evenly distributed around the park and you know anywhere that somebody is likely to gather offhand don't remember exactly where each one is, but we did strive for distribution.

1:34:44

Okay, Jenny has a follow-up question. Is the master plan still possibly including,

1:34:56

but I think it says fits all, but I think she means football sports or skate park access, thereby encouraging the community to be active in either sport.

1:35:09

Sure, we with the moment on the Festival Park area. We do show a skate park again. I think things like whether or not it's football or skate park or both is again, probably something that will get worked out in detail as that particular space gets designed in detail, but we did we did show how it can accommodate a skate park. We have a children's playground area as well for that area.

1:35:39

You know other things probably could be accommodated.

1:35:51

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Okay, we have a few questions that are in Spanish that I'm going to ask our interpreter Diana Roscoe to respond to so if you just give us just a moment, I'm going to Diana. I'm going to assign the question to you.

1:36:11

And let me see how we can make that happen one second.

1:36:26

So Diana, I'm going to unmute you. So if you could read aloud the question in English and Spanish and then respond in English and Spanish, that would be much appreciative. So you will be unmuted.

1:36:46

Please go ahead and just what we'll do is we'll respond via text within the questions if we're not able to respond verbally before the meeting ends. And please also we encourage folks to email us at hello at ExpositionParktogether.org and we can immediately respond to your question as well.

1:37:54

But just want to make sure that we can know that we did see that question and if there's a question in Spanish that you'd like me to answer right now, you can kick it over to me too. Okay, perfect. This is the interpreter, great. Do you see the question in your question panel from Victor?

1:38:24

I see it, yes. Okay. Do you mind reading the question in English and Spanish and then we'll see if who from the team can respond? Sure. Okay, I will start. I will read it in Spanish. Is that okay? And then English. That's great. [Spanish-language comment failed to transcribe]

1:40:04

Good evening. My name is Victor Gumiho and I am from Guatemala and I live here in Guatemala during 15 years. I have done commercial fairs in Los Angeles, California.

1:40:23

This fair has to do with taking companies from my country so that they can have action with the community from Guatemala that resides in California.

1:40:41

I would like to ask you, when are you going to open Exposition Park to the public so that I can have it so I can do the third fair?

1:40:58

Then I can answer that question, of course and I'll answer in Spanish and I can translate. [Spanish-language response failed to transcribe]

1:41:28

We have, actually, I'll now translate what I just told Mr. Victor. I think it's commercial. It has actually been at Exposition Park for several years. I do not think it was at Exposition Park the last three years due to very busy football schedule.

1:42:28

We had the ramps and USC football. We invite him to continue working with our staff. He's worked with my team. But due to covid-19, we are not having any events or activities in the park. When we're given the green light to do so, we're happy to welcome him back to the park and it is a wonderful festival.



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1:42:59

Wonderful. Thank you. So there's another question in Spanish.

1:43:03

I'm going to share, Ana and Diana, if you want to take a look did you want for Diana to read it aloud, or did you want to handle? I'll read it out loud. And so for those in English, it's a question whether musical students who are music students or I don't know if it's high school or college student whether there would be a space for concerts. The student has a music event, espacio para sus conciertos. And the answer is, I would love that too.

G.34

1:43:41

I'll say In English first, I think a lot of the spaces in the park are actually being developed so we can program them and we can work with partners who want to come into the park but there are also lots of spaces that we hope are passive and that people will bring out their cellos or their guitars or their flutes and just simply play music. I mean, that would be just lovely. [Spanish-language response failed to transcribe]

1:44:12

Thank you. This question is from Mike Madison.

1:44:56

Does the plan assume fencing around the park or more passive security? I'm thinking of the open fence the open / fencing free nature of Central Park in New York City.

G.35

1:45:11

The park has fences around their own exhibits which are at their discretion but the park itself will not create, this master plan does not create any additional fencing in the park around the park itself.

1:45:39

Okay.

1:45:43

This is from Jean Frost.

1:45:45

Have you examined and Incorporated the required restoration of Christmas Tree Lane from the science center EIR? Laura, can you handle that or should

G.36

1:46:02

that go into the room 2 or 3. Laura?

1:46:15

I think that would be a good question for room 3.

1:46:24

Okay, great. Yeah, we have the subject matter expert in room 3. Gene. So, but I'm gonna ask you a second question before you go to room 3, Gene. Is there any improvement envisioned for the historic Rose Garden?

G.37

1:46:41

So the Rose Garden is actually a city garden. It's within, even though Exposition Park is mostly owned by the State of California, the Rose Garden and Expo Center are city facilities. And because they are city facilities, they are outside of the scope of the master plan.

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All right. Well, so it's 7:48 were scheduled to meet until 8 o'clock. But um, I think I went through all the questions. So if there's a question that was not answered. If you don't mind, please go ahead and post it again in the questions box or if you have something new that has come up but at this point or if you have any comments, but go ahead on.

1:47:41

Also Andrea so for somebody who we just suggested they go to another room in case their question doesn't come up and is answered in the other room. Can we make sure we get answers to those questions like a written form so that they're you know, they, I really appreciate everyone who came tonight and I want to make sure we are proactively answering your questions. Absolutely.

1:48:04

So yeah everyone who submitted a question registered through GotoWebinar, so we would have your email address and so I'll just make note of the ones that were directed to room 3 and then we'll just we'll shoot you an email back to respond. Yeah. Yeah. We answered your question. Thank you.

1:48:32

So if anyone has any other comments, you can feel free to submit those now.

1:48:48

It's definitely a great discussion.

1:48:51

Here we go.

1:48:54

So from Court Havens, can you explain the timeline of the various phases of the project as well as what funding has been allocated for different proposed phases of the project?

1:49:10

That's the million-dollar question. Right? No pun intended, but it is I think from a funding perspective.

1:49:19

We already speaking to the legislature and to Sacramento about how important this is to connect all the spaces throughout the park, stitch them together, create really one language in the park in terms of landscaping amenities and safety features if you will and accessibility to the park. Having said that of course, these are very trying times. And so a lot of funding requests that have been made are going to be on pause until we get through this. I don't even know how to characterize the huge pandemic that we're in, but you know again, so putting that aside the phasing of this there are some products that are low-hanging fruit that are projects that actually we can start working on them now.

1:50:06

For instance Bill Robertson Lane, we in fact made some modifications to Bill Robertson Lane with the help of the city and the Lucas Museum of Narrative Art because we heard you know from folks how fast cars were going up and down almost like 40 miles an hour. So whenever there is a current project not as part of the master plan, but a current project that can already get us and move us a little bit further ahead. We definitely work on that in terms of phasing.

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What we think would happen have to happen first, but I think the linchpin to a lot of this master plan is a development of that self parking structure building that allows us to then make the improvements above that which would be a park that then frees up the south lawn to create the sound commodity. I think the Expo Festival Plaza is somewhat of an independent project.

1:51:06

But if you're going to do that you might as well start working on anything that has to do with bringing the streets up to grade like up to the sidewalk.

1:51:26

Thanks. State Drive is another independent project and we have a lot of folks have always been interested in State Drive to connect.

1:51:36

Or museums, and we're very interested in you know, working and collaborating with CAAM and with Science Center to create that CAAM sculpture garden.

1:51:54

Tina, and speaking to a lot of folks because there's this little thing called the Summer Olympics and we have a short window to get a lot, you know some stuff down or hopefully everything done. Then we have to prepare pause at the Olympics through and then we would have to continue. My hope of course is that we get most of it done before then but it all depends on the economy.

1:52:22

Do you want to add to that?

1:52:25

No, you said it well, thank you.

1:52:34

So we have a question or kind of a comment from Patricia Robinson. I'd like to be invited to the meeting if possible to continue to see how the progress is going. Thank you. So, I guess that it's really kind of a question about kind of what's next right as far as engagement on this plan.

1:53:00

Are you referring to when the comment period ends and this plan goes before the Exposition

1:53:17

Park Science Center board for approval. I mean, I think it's whatever I think that would be the logic. I think that is what the answer to the question is, which is that's what comes next.

1:53:32

Correct. So Laura, can you remind us when does the public comment period and because it started April 17, so it goes into what period. The comment period ends at 5 p.m. on June 1st. And then the next step is to respond to all public comments, make clarifications and revisions to the SEIR, and then schedule the hearing which is currently tentatively scheduled for September, that board hearing that Ana just

1:54:01

mentioned is an opportunity for public comment, and everyone who has asked to be notified will be provided written information other contact information and written comment will be notified of the date of the hearing.

1:54:22

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Perfect. Thank you. Another question from Marco Flores. Right now the visitors to the pool and sports fields have access to the parking on Figueroa. The parking around the pool is very limited. Will there still be free access to the new underground parking especially during the summer?

1:54:48

So the visitors to the Expo Center have access to the, I don't know if it's north of 150 parking spaces. The city manages the parking lot right behind the Expo Center, it's not free there. It's metered parking. So if you've parked there for free and you haven't gotten a ticket, you're lucky and I said, I just want to mention that those lots are actually at cost.

1:55:17

So outside of the spaces around Expo Center, the remaining lots are managed by the state and there's a daily parking rate and lot 4 has metered parking.

1:55:26

And so that will that will remain until the underground parking spaces are done and then it will depend on our state board, but what the price of parking will be at that point and what parking automation features we'll have, I don't know if we will have an opportunity to have metered parking at that point, but it's know that there's an interest for that.

1:56:04

Before you wrap up, we're getting a lot of thank you. So thank you all for participating. Really appreciate it.

1:56:15

From Roderick right? How much revenue have we lost with the closure of the park? So that's an incredibly important question and one that I've been working over the weekend and on many drills to the Department of Finance. It's hard to really quantify everything in the middle of this last quarter.

1:56:40

But what I have to explain to folks is, you know, we are working with a fiscal year of 12 months of expenditure and only 8 months of revenue. So for those who are not policy wonks or finance folks, that's the big gap.

1:56:57

That's like, it's not 50 percent gap, but it's a 25 percent gap in our annual earnings and it's also hard to know when will reopen and in fact when we reopen it will reopen at the rate that we used to have. But I'm happy to have a sidebar question or sidebar conversation with you? A lot of that data has been sent off.

1:57:24

You're tracking it, 80% of the revenue that comes to the park is from parking revenue. So I know folks have some, just with the fact that we that we charge for parking, but we are a special fund, and with a special fund, we do not take general fund dollars to support the landscaping or the operations of the park. And so that parking revenue is very important to the park as well as the leases, but with 80% of that revenue coming from parking not having four months of operation.

1:58:03

Therefore asking that pertinent question. Okay. We have another question Winston Barker. Is there a plan for parking in Expo Park for future USC football games with the Lucas Museum

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taking up all the former lots on the west side, with the plans now to redo the Natural History Museum south lawn. Will that create a shortage of parking in Exposition Park on game days?

1:58:40

The parking situation on gameday will be in a sense exactly as it is today. We are replacing the parking lots 4, 5, and 6 as well as the visitor parking structure with an underground structure. The Lucas Museum's garages should stay as it is today because the Lucas Museum's second garage is not open yet, but once that's open the parking will in a sense be as it was so that's the answer to that question.

1:59:20

So I think, Laura do you want to just share any kind of last thoughts on folks, on how they can comment when there's a comment period? It's provided in the handout section. So in the control panel where you see handout you'll see a file called road map that provides that information as well as the meeting presentation.

1:59:48

So before you all go, go ahead and download that will also be sending in a follow-up email to everyone with that information. But where did you have anything to add as far as the people participate from this point forward?

2:00:03

Well, thank you for participating tonight you have until close of business or 5 p.m. on June 1st to provide written comments.

2:00:12

You can either provide them via email to [info at ExpositionPark.ca.gov](mailto:info@ExpositionPark.ca.gov) with the, you'll want to have a subject line "master plan comments," or you can mail them to Ana Lasso, general manager, at Exposition Park Drive, Los Angeles, and that address and that email address are available at the station roadmap and your meeting notice that you received when you registered for this.

2:00:50

All right. So with that, that's all the questions we have. So we're going to close the meeting. Thank you all so much for your patience and for participating and let's all stay safe out there.

2:01:06

Thank you everybody. Thanks for coming. Thank you. Bye. Thank you for your participation. Goodbye.



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EXPOSITION PARK MASTER PLAN DRAFT SEIR VIRTUAL PUBLIC MEETING MEETING ROOM 2 TRANSCRIPT

Meeting Date: April 29, 2020

7:09

Thank you guys for being patient. I apologize: technical difficulties, of course.

7:15

We kind of figured but I'm glad that everyone got in here. Has there been any introduction yet. Not yet. Amy, I can't see anything on my screen. I don't see the board, go ahead and pull it out.

7:35

And now there have not been introductions.

7:39

And I also see that Bryce has not joined us and Elizabeth has not either.

7:49

A few more minutes. Hopefully they'll be able to join us shortly and I'll pull up the board. Thank you.

8:20

We're just missing our interpreter.

8:40

Hello. Are you guys able to hear me? Yes. Yes. Thanks for doing all the legwork on this Amy. No problem.

8:57

Thank you guys for joining us and thank you to everyone who has also joined this breakout room do hope that it was not difficult.

9:27

There it is.

9:30

Just went there we are.

9:36

Okay, so let's go ahead and check very quickly. So we do have Bryce you have Laura and you have Carrie. Waiting on anyone else? According to the email that I received Elizabeth Orozco is supposed to be our interpreter. Should she show as a panelist or just a participant?

10:03

She would be a participant but we can go ahead and start without her. All right, well to everyone who has joined, I would like to introduce myself. My name is Amy Nangaray. I am part of the team with Consensus. I am a community engagement associate and of course, I would love for everyone else to do their own introductions.

10:31

So if we can please start off with Laura Razo. Hi, Laura, Razo. I'm with Sapphos Environmental and I will be trying to answer all your questions tonight.

10:47

My name is Carrie Chasteen. I'm an architectural historian with Sapphos as well.



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10:58

So just as a reminder, if you do need a Spanish interpreter, the call-in information is located in a few places. It is in the registration email that was in on this webinar. And also it is provided in the road map document that you can find under the handouts. And also I will copy and paste it into the webinar chat box.

11:21

So that way we can ensure that everyone has the correct services and we in this specific room will focus on subject matters for aesthetics, biological resources, cultural resources, and tribal cultural resources. So if you do have any questions, please go ahead and start throwing them. I will go ahead and cue you up and we will get you those answers.

11:51

So I will start by explaining the board that's here in the background. So as part of the subsequent EIR process we identified impacts related to aesthetics pertaining to scenic vistas and visual character.

12:07

So the mitigation measures are essentially to ensure that future construction projects when they're identified will comply with the Secretary of the Interior standards for the treatment of historic properties that are subject to review by the state architect and also the City of Los Angeles planning director. That also applies to cultural landscapes, scenic highways, and rural communities. On biological resources, the only impact that was identified was related to nesting migratory birds.

12:50

The mitigation for that is to try to limit construction to occur between September and March but if construction in the future occurs pre-construction surveys would be conducted by a qualified biologist 3 days in advance.

13:07

And if necessary, the biologists will identify a buffer to try to reduce impact stress on the birds. And then for cultural resources, there are impacts to historical resources, archaeological resources, and cemeteries that were identified. And the mitigation for that builds upon the aesthetic mitigation measures that also mitigate to avoid significant buildings or known archaeological resources, worker awareness training measures for unanticipated discoveries, and also unanticipated discoveries of human remains and tribal cultural resources.

13:48

The potential for tribal cultural resources and native and undisturbed soils and the mitigation measures for tribal resources will be very similar to cultural in the effort to avoid any unanticipated discoveries. And so with mitigation measures all impacts would be less than significant.

14:23

Who's there?

14:26

Is there anything else on the board that we can go ahead and describe a little further for anyone that might just be joining? I do see people are coming in and out. Yeah, I should explain the pictures as well the tribal cultural resources. There's a known trade route map from 1917 and this is what you're seeing here. And these are Native American trade routes, one of which is adjacent to Exposition Park. The Kizh Nation raised concerns with tribal cultural.

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Is based on this map cultural resources? There are several buildings. The Colosseum itself is listed in the National Register and is a national historical landmark. The Natural History Museum, the Rose Garden, and several other features are also listed in the National Register or the California Register. The cultural resources map here as far as archaeological resources and cemeteries.

15:23

There are no known archaeological resources or cemeteries but there is the potential to encounter them in native, undisturbed soils. And then for Aesthetics, there are significant tree allées of London Plane trees and maybe you wanna jump in. Well, I think before Laura jumps in we did get a question from my chat board asking what does it mean?

15:53

It was about a minute ago asking what did you mean when you said less than significant.

15:59

So with the Initial Study, impacts are evaluated as significant, less than significant, less than significant with mitigation, or no impact. So because we identify these impacts to these four resource types, with the implementation of mitigation the impacts to those resources would be considered less than significant as defined by CEQA so the intent is we know that there is this potential to impact a resource.

16:30

By doing x, y, z, the impact of concern is not anticipated to occur.

16:39

And then we do have another question. This is going to be coming from Scott Piotrowski and he is asking if you can describe more about the National Register of landmarks within the park and any limitations that they represent.

16:53

So that's the National Register of Historic Places. That's one register and then there's the National Historic Landmarks, which is a separate register, and historic landmarks has a higher threshold. So for example, the space flight operations facility at JPL also known as mission control is a National Historic Landmark.

17:13

And so it's really significant for space travel, but regardless under CEQA, there's what's called a historical resource so anything It is listed in or eligible for a historical register is considered a historical resource under CEQA. And so the limitations to that are if you have an adverse effect on a historical resource, it's considered an adverse effect on the environment.

17:41

So the limitations are the National Park Service has what's called the standards for treatment of historic properties and so those are a series of guidelines and standards to recognize that buildings and structures are in landscapes are not frozen in time, but it's meant to promote sensitive future projects so that the character and the significance of the resource root is retained.

18:16

Okay, thank you. And we do have more questions that are coming in. Aisha Ward would like to know what was the tribe that brought up the issues around the trade route. It was the Kizh Nation of the Gabrielino Tribe of Mission Indians.

18:35

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And then Laura Myers wrote. There is identified National Register District in the Section 106 evaluation back in the 1990s. What is the impact of this new plan?

18:50

Through the implementation of future projects as they go to construction and design, the mitigation for both aesthetics and cultural requires compliance with the standards for the treatment of historic properties. So it is anticipated impacts would be minimal and compatible with the existing historic district.

19:12

And then going back to Scott who just wanted to say thank you. You're welcome.

19:20

All right, and I know that I was in the process of interrupting Laura Razo. I would of course love to give you back the opportunity to say what it was. Sure. I just wanted to touch on the figures that are at the very top, both left and right, and it's basically just indicating the aesthetic value that a lot of the vegetation adds to that whole area.

19:49

You're looking into the Coliseum. And so that is under cultural center under the Secretary of Interior for cultural landscapes. It's an element or a resource that needs to be protected. So we're indicating that that vegetation is,

20:12

it's part of a character defining feature for that view, and then the map on the right hand side indicates all the trees that are actually located there. So they kind of go hand in hand.

20:34

Thank you.

20:38

All right folks, and this is a reminder that this is the second breakout room. You do have the ability to jump in back into the first one or the third one whenever you guys please, but if not, if we can just continue and possibly even start repeating the same information just in case some people just joined right now.

21:01

That would be great, or if you guys please continue asking more questions. This is the time.

21:46

Well, can I ask as far as for Carrie or for Laura? What has your experience been so far for this project?

21:57

How, so what elements from for at least specifically this subject would you consider the most interesting that we can share with the audience?

22:10

Do you want to go first Laura? It's been I think such a lengthy process. But I think in looking at all the different areas under CEQA that we have to evaluate and coming to the final areas of focus that we're discussing now.

22:33

I think it's just been interesting because there's some areas that don't have impacts necessarily but we bring them up because that's the concern maybe of the public. Once people go to some of the other rooms, they'll notice that the impacts noted for those areas may not be significant.

22:56

G.46



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There's just a concern, but in terms of the process, I think understanding just the way this master plan is trying to unify the area and knowing what has been done in the past and they're tying in and trying to achieve that I think this master plan brings about much more unified design.

23:24

And we actually have another question it's going to be from Myesha Ward: Are there concerns that there might be indigenous burial ground along the trade route or just possible artifacts?

23:37

It's possible to have either but I think the concern is more related to artifacts.

23:47

And then we have a comment or a question from Laura Myers. She put that interesting that the plan evokes the Zanja Madre. But are you aware that the actual zanja? I think the Woolen Mill section something like that actually exists and is still visible on Figueroa just north of Adams. Will there be some reference to that in the evoking project element of the plan?

24:14

Yes, we are aware of it. I will let Laura elaborate, but there is the element associated with that part of the park that is definitely more water oriented. Do you want to elaborate please Laura? Yes. So in the whole concept of capturing water or moving water, which was the whole concept of the Zanja Madre they are going to do two sunken

24:43

lawns to collect water and that'll be part of the LED improvements or water conservation. So they will also be adding drought-tolerant planting that will accommodate that but in terms of water the two sunken gardens will actually capture some of that runoff or rain. And that is it as far as the comments or questions that have come in. Just a reminder to anyone listening that the comment period does end June 1st at 5 p.m. There are of course our alternate methods besides currently putting in your current comments which are going to be on the record. So if you do have any additional comments, this would be the time if you'd like to do it immediately. Otherwise, you do have the ability to either email,

25:45

or you can actually mail your comments or questions on a lot.

25:49

So and we have more coming in.

25:57

So Jonathan Fisher just commented saying thank you for discussing water and rain event concerns.

26:06

And then Myesha Ward has one more question. It's, Will you be seeking assistance or guidance from the Kizh tribe?

26:15

As projects move forward particularly the subterranean parking structure, which will obviously require a lot of excavation of native soils. There will probably be Native American construction monitoring on an as-needed basis as native soils are disturbed.

26:36

Thank you for answering.

26:45

G.47

G.48

G.49

G.50



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So Carrie what has been the most interesting part about this plan to you so far? I would say that it's such an iconic space, and unique to Los Angeles with the collection of museums and historic buildings and Gardens and it's rewarding to see that they're trying to take out some of the surface parking lots to put in more open space for the community at large and try to make it a more

27:15

friendly access going forward.

27:28

How are you Amy, you know interestingly enough, I have been an LA native my entire life and I have only gone to Exposition Park once and that's when I was a young child. So it's interesting that people who are native don't tend to be a tourist in their own City and seeing how everything is becoming revitalized and learning also the history behind it brings a new appreciation.

27:57

I lived my entire life and in all honesty sometimes forget that there are so many different opportunities to kind of just see unique elements like the fact that there are so many entities in one place and I went as a kid all the time to the Natural History Museum or anything and not even recognizing that this was just one small part of a larger park.

28:27

It's been seen in my childhood and seen also the future of hopefully what my kids will be able to experience. That's funny that you mention that because I as a child would go there as well.

28:45

My parents would take us it would be mostly an outing. My mother loved going to the Rose Garden all the time, but we did go to a lot of the museums and just in my memories and just photos that I have just seen the changes happen over the years and now it's being connected with it at this stage where it's actually moving forward and they're unifying the entire park is pretty amazing.

29:20

Now I do know that we also have Bryce Brown from OEPM on.

29:24

I'm not sure if Bryce you wanted to make any comments or just share. Yeah, I mean I think it's a build on that conversation that thing that stands out to me most about this project is just the scale of the outreach that had to happen from our community advisory committee to our board of directors to each of the individual park entities to the City of Los Angeles, County, to the state representatives who have offices on the property.

29:57

It was a unique challenge and again speaking from the perspective of the Office of Exposition Park Management, it was a unique challenge for our general manager Ana Lasso to continuously conduct outreach to each of those entities while constantly trying to bring folks together.

30:16

And so that's what stands out to me because I think what we have here in this proposal in this project is a very complete perspective of all of the things that we gathered from each of those entities which ended up being a very obviously a longer process. So from the park managers' office perspective, that's I think what stands out to me. It was both a unique and exciting at times challenge.

30:50



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Still got a way to go, but we're getting there.

30:56

It's always amazing thinking about, this is a 20-year process or 20 to 25-year depending and just imagining what your life is going to be at that time or what it's going to be once this is finally over. I count all the steps in between, it's not just as simple as one two three.

31:17

That is very true. And then Bryce do you have any comments in regard to the biological or the subject matter that we're currently doing? No, I would defer to Carrie and Laura. They are the subject matter experts out there.

31:49

Excuse me a second.

31:58

And also to our current attendees I would of course love to once again thank you for joining us. Not just the first room but going on to the second or the third so that way you get a full grasp of what the master plan has to offer. Just would like to say, thank you once again.

32:19

And you can see if people are coming in and out at the moment. We've had the same people, we have had people leave so we have not had any new attendees. Okay. Just wondering if we should cycle through.

32:35

I'll let you know as soon as we get someone, okay?

34:19

And to the audience I will be posting the links to the two other breakout rooms. The first one is the original one that you are currently in and the other one would be the 3rd breakout room, but just wanted for you all to have that option to join others.

34:47

Amy, can audience members be in multiple breakout rooms at the same time? Sadly, no, they would have to exit off.

34:58

We're not just there yet. For the future.

35:04

Hopefully soon enough.

35:06

For sure. Just want to make sure to clarify your folks.

36:17

All right. We do have one new person that has joined the room, okay.

36:23

So not sure if you guys would just like to start from the beginning and then we'll go from there. Sure. So in this breakout room, we are reviewing or answering questions regarding aesthetics, biological resources, cultural resources, and tribal cultural resources.

36:41

So on this board, you see a summary of potential impacts to aesthetic resources related to scenic vistas and visual character, the mitigation measures for those is essentially to comply with the Secretary of the Interior standards for the treatment of historic properties to mitigate potential impacts to sight lines, scenic vistas, and the visual character and quality of the entire



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Expo Park. Impacts associated with biological resources are associated with nesting birds, and some mitigation for that would be to let you try to limit

37:23

and to occur between September and March.

37:27

No, that's right. And if construction is to occur during the nesting bird season and a qualified biologist would conduct a survey 3 days in advance of construction activity commencement at the biologist's discretion. They may establish a buffer to try to avoid stressing the birds.

Potential cultural resource impacts are two historical resources or historic buildings, archaeological resources, and cemeteries.

37:56

Here's the mitigation measures for that. It builds upon the aesthetics mitigation measures and also avoidance of historic buildings and known archaeological resources, worker awareness training measures for unplanned discoveries of archaeological resources and cemeteries, and there are not any known archaeological resources or cemeteries on the Exposition Park.

38:26

Sounds like there is a potential to encounter them in native undisturbed soils: tribal cultural resources in the map on the board. You see here that is a 1917 Native American trade route map, which one of the routes runs adjacent to Expo Park. So there's potential to encounter tribal cultural resources in native undisturbed soils and the mitigation measures for that are very similar.

38:56

And avoiding known resources and also for unanticipated discoveries, and those measures are generally stop work in the area of the find until it can be evaluated by a qualified archaeologist or Native American monitor.

39:13

And we do have a question that just came in and it's by Jonathan Fisher asking which types of migratory birds use the space. There are 28 endangered or this the term anyway species that are known to be in the area, but there is no critical habitat. So the U.S. Migratory Bird Act comes into play?

39:42

So it would be whatever birds decide to fly through. I'm not a biologist I couldn't tell you specifically.

39:50

But if you have specific concerns, please submit a question or comment and OEPM will respond.

40:00

Thank you.

40:02

Then Laura did you want to continue on with the presentation? Sure, I want to comment to the aesthetics.

40:12

We also look at the Secretary of Interior and we look a little bit more towards, we do look at some of the standards that that are looked at under cultural resources, but it will also look at cultural landscapes. And if in order to begin anything, any potential impacts during construction, then prior to construction they need to go out there and document everything that is there either



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through photographs or documented on plans in order to confirm that anything that potentially could be disturbed is either protected beforehand or there's backups.

41:02

For instance if there's some materials that may potentially get damaged, then they have to follow certain criteria to make sure that those materials are repaired in like kind so that the character defining feature is protected at all time and preserved.

41:26

Right and just a reminder for the attendees. If you do have any questions or comments, you can ask them in the chat box. We will be able to immediately answer them.

41:48

At the moment, we have a very intimate group listening.

41:55

All nine of them.

42:08

So I'll build on what Laura was just talking about. So there's the Standards for the Treatment of Historic Properties and it's a series of standards and guidelines for rehabilitation, preservation, reconstruction, and restoration. And so with that the mitigation for cultural resources would be any new construction. We need to be sympathetic to the existing historic buildings in terms of scale, massing, and design. And as Laura was saying if any features are damaged, they should be replaced in kind or repaired to the extent possible.

42:59

I'm actually learning so much and don't really hear much about environmental impact that often unless you're directly involved. So I do commend people who show interest in this like on their own and you guys as well.

43:16

I mean, you would an obvious part of creating or changing a large infrastructure, but it fits awesome that you guys just go through every single issue and just ensure that everything goes smoothly for the greater good of the environments.

43:41

Speaking of that, so projects that comply with the standards for the treatment of historic properties are considered mitigated to a level of less than significant and therefore don't have a substantial impact on the environment. Thanks for the cue.

44:24

Well, we did get an additional person right now. If you guys are ready to rewind and give it a go again. Sure. So in this in this breakout room, we are reviewing aesthetics, biological resources, and cultural resources and tribal cultural resources as part of the CEQA review process. We identified potential impacts to aesthetic resources as a potential impact

44:53

to scenic vistas and the visual character of Exposition Park including the Coliseum. The mitigation measures that were identified essentially stipulate future projects would need to comply with the Secretary of the Interior standards for the treatment of historic properties to minimize or reduce impacts to less than significant for the visual character and quality of the Exposition Park and its unique landscape features. And also, so for the maintenance of cultural landscapes, and the graphic that you have here is a view of the Colosseum, which is obviously, is this Christmas Tree Lane, Laura? Yeah. So the view of Christmas Tree Lane towards the



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Coliseum and how it's such an iconic view and it obviously needs to be changed and to the extent possible for biological resources. The potential impacts are related to nesting birds.

45:53

the mitigation measures associated with that is to try to limit future construction activities between September and March which are not considered nesting bird season. If construction activities need to occur during March and September a qualified biologist would conduct a survey to identify if there are actual active nests during the summer months. And if a nest is identified then the biologists can establish a buffer zone to try to avoid stressing the birds, and the map you see here is, Laura made this, it's got the historic trees. So I think that is trying to show where there's the most likely potential to incur that nest. Correct.

46:43

So because those are, it's part of the character defining feature, but also what overlaps with a lot of the birds nesting throughout the year or during that season, so it's trying to protect not just the character defining feature for that view to the Coliseum, but also protecting for the wildlife.

47:10

Thank you, and then going to the bottom left. There's the cultural resources through the CEQA process.

47:18

We identified potential impacts to historical resources, which in this case is the built environment, archeological resources, and cemeteries. The mitigation measures that were developed build upon the aesthetic mitigation measures and that future projects need to comply with the Secretary of the Interior standards for the treatment of historic properties. Also, to avoid known historic buildings and known archaeological sites, there were construction training and measures for unanticipated discoveries of cemeteries and archaeological resources, which would include stop work in the immediate vicinity of the find until the find can be evaluated by a qualified archaeologist or called the corner if you find human remains. There are no known archaeological resources or cemeteries within Exposition Park.

48:10

But there is the potential to encounter them in native undisturbed soils.

48:15

And then to the bottom right of the map that you see here is a Native American trade route map from 1917. There is a historic Native American trade route that runs in the general vicinity of Exposition Park. So because of that, there's potential impacts to tribal cultural resources. The mitigation measures developed for tribal resources are very similar to those of cultural resources and that is to avoid known Native American tribal resources.

48:44

And the same measures for unanticipated discoveries of archeological resources. There are no known tribal cultural resources within Exposition Park, but there is potential to encounter them in native undisturbed soils.

49:03

However, but know that sometimes aesthetics doesn't always go hand-in-hand with cultural but in this particular project it did because there's so much historical features that it played a very large role in sort of a joint effort to look at a lot of the elements there. And when we talk about aesthetics, we talked about scenic vistas, but we also talked about character development.

49:33



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Any features that create a lot of the viewsheds and a lot of the character of that space. So for some of the mitigation measures that we have here is to adhere to the Secretary of interior, but also not just the measures that Carrie mentioned but also for cultural landscapes and that's again to protect and preserve the features for that site.

50:03

And in case there is any disturbance of those features or we see any potential for disturbance during construction, then there's also some measures to try and protect them and also note where everything is so that they are protected. And during construction, trying to minimize any kind of impacts that could potentially occur to them.

50:40

Thank you. I know it's a few times we have to go over it. But really appreciate you guys doing it. I'm getting better at it every time.

51:29

I'm going to quickly exit out of the board. My question tab has disappeared and loved tech. Hello, dudes. It can be your best friend, but seems right now, it's currently my worst.

51:48

I had a meeting earlier today. We kept trying to pass around who was presenting and it was really challenging really fast.

52:06

What, no additional questions for the moment. Just a reminder for anyone who is unable to type your question and you need to speak. Please click the raise hand icon on your control panel and we will unmute you when it is your turn. It is strongly encouraged that you write whatever comment or question you may have. But if you do need to verbally speak you do have that option.

53:20

This everyone's first virtual meeting or second or third or higher, we are adjusting so far to this process.

53:32

Too many to count by now. Bryce is the winner.

53:42

My second today. This will be my first one.

53:51

What's the platform that you guys have used? Most often usually Go-To?

54:03

I was surprised to see that Go-To was tier 2 from what was sent out to us and Zoom was tier one with all the trolling that's been recently happening. The Pasadena City Council ran into some trouble pretty quickly. We just met last week for the County historic preservation commission. They had a public hearing and they used WebEx.

54:35

Now, you know Pasadena is still trying to figure it out.

54:41

The state legislature held a hearing a committee hearing but I can't recall which platform they used. It might have also been WebEx.

55:06

I'm also finding I'm accumulating a large collection of cell phone numbers for public officials and agency employees.



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55:21

I'm reading over the board right now and I guess my own personal question is I guess not even specifically for Exposition Park. But what historical trees have you come across, and I mean I've heard stories, of course, when trees have said they need to be preserved and obviously the people will fight to ensure that that happens. But what are some interesting stories that you have had in the past regarding?

55:51

Ornamental trees so far only County Parks and Rec. We are wrapping up evaluating 54 parks and golf courses and Arboretum for them. And there's a Pico Canyon Park which is out towards New Hall. There is a, it's about a 70 foot tall oak tree that's named Old Glory and some gentleman chained himself to the upper branches of the tree for many weeks in protest of the tree being

56:23

demolished and so as mitigation for the residential development, they actually moved it to the park and it survived the move and the county keeps planting oak trees in that park in commemoration of the oak trees that were there, kind of an interesting little factoid.

56:47

Oh, some of the cities will have different lists for protected trees, but the oaks, and there's some common ones that are throughout the state like oak trees and sycamores. And that sort of thing.

57:00

There was a project in San Diego and the landscape architect went out and tagged a lot of the trees that were protected and were to remain on site but when the contractor showed up he actually pulled the tag trees and left the trees that were to be removed. That's bad. That's really bad. It was yeah, so very interesting scenario imagine that email later. And then also for the HPC you're supposed to identify mature and landscape.

57:38

So there's nothing like a car full of historians trying to figure out what tree is what. And it does look like we're just got a new attendee. Okay.

58:54

Come let's see if this, welcome, and let's see if this is the best presentation we've done so far. Welcome to room number 2.

59:05

We are looking at potential impacts to aesthetics, biological resources, cultural resources, and tribal cultural resources as part of the CEQA review. Potential impacts to aesthetics were identified for scenic vistas and visual character. The mitigation measures that were developed to mitigate these impacts for future projects should comply with the Secretary of the Interior standards for the treatment of historic properties for the sightlines, the scenic vistas, and the cultural landscapes associated with Exposition Park.

59:46

So in the image that you see here in the upper left is the view of Christmas Tree Lane looking towards the Coliseum which is obviously a very scenic vista associated with Exposition Park and is critical for being maintained to retain the character of the park. Biological resources impacts were associated with nesting birds.

1:00:12

So the mitigation measure for that is to try to limit construction to occur during the months of September through March, and if construction does need to occur in this month, a qualified



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biologist will conduct a survey 3 days in advance of construction, and the biologist may identify a buffer to limit construction activities. So as to not stress the birds. And in the figure that you have here the little dots are the historic trees associated with Exposition Park, and that's where you're most likely to encounter nesting birds.

1:00:49

And then in the bottom left is the cultural resources, and impacts were identified as historic resources, mostly built environment resources, archaeological resources, and cemeteries. The mitigation measures developed for that draw upon the same mitigation measures developed for aesthetics, but also to avoid known historic buildings, and for archaeological resources, worker awareness training and measures associated with unanticipated discoveries associated with archeological resources in cemeteries. There are no known archaeological resources or cemeteries within Exposition Park, but there is a potential to encounter them in native undisturbed soils. Those mitigation measures would call upon stopping work in the area of the site so that the finds can be evaluated by a qualified archaeologist or calling the coroner for human remains.

1:01:49

In the bottom right, the image you see here is a Native American trade route map from 1917. There is an identified trade route that occurs near Exposition Park. So there are potential impacts to tribal cultural resources, and the tribal cultural resource mitigation measures are very similar to those identified with archaeological resources.

1:02:14

And that is avoid them for the known resources within Exposition Park, or, just like the archaeology mitigation measure, if you encounter them or encounter tribal cultural resources in native undisturbed soils, you would stop work in the area, and the evaluation or the find would be evaluated by a qualified archaeologist or Native American monitor.

1:02:41

Laura, did you want to build on the aesthetics? Yes, just a touch on the mitigation measures for that. It's basically to protect any of the scenic vistas, viewsheds that are on site, as well as visual character.

1:03:07

And again this, the aesthetics goes hand-in-hand with the cultural resources in this project, and we want to make sure with some of the mitigation measures that we want to protect those character defining features and some of those vistas when construction comes around. But before construction begins, we need to make sure that a lot of those features are protected and in order to be preserved for future generations Thank you, Laura. Could you talk me through this cultural resource figure?

1:03:53

Are you just showing the USC historic district versus the Exposition Park historic district in relation to the master plan area on the lower left? Yeah. It was just the relationship between the two areas. Do they overlap the historic districts, or is it just know they actually add Exposition Boulevard are explicit.

1:04:18

Yeah Exposition Boulevard is sort of the defining, the separation between the two. All right, and just a reminder to our attendees. If you would like to, oh actually, more: I apologize if I butcher your last name, Laura. Okay, just wanted to say thank you. You're welcome. Yes you're



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welcome. Oh, and the tiniest little lettering, I can see that it says rendering of Christmas Tree Lane.

1:05:08

Oh, here it is.

1:05:13

We've only been at this for an hour.

1:05:21

It's like when you read a book over and over, but you read it a year later and you're like I didn't read this chapter. Yeah.

1:05:55

And I can almost see the project area on that tribal map, almost.

1:06:11

I'm curious, Carrie and Laura. Have you had a chance to look at the road map that our company created is that what was on the website with the links? It was actually one of the handouts that's currently attached to the control panel.

1:06:30

It was briefly because that I was mostly looking for the links to make sure I was here on time. Yeah.

1:06:39

We're just curious as to your opinion regarding it. I actually have it up because I had a little trouble connecting to this room right after the presentation. So I kept going back in. Its colorful. I like it.

1:07:56

Chat box that's disappeared.

1:08:23

So is the rendering of Christmas Tree Lane, is that with the replacement trees Laura?

1:08:30

Which replacement trees?

1:08:34

Aren't there some trees that weren't doing well that were going to be replaced, the pine trees in the middle. Yeah, they're mostly, they're struggling a little bit. Is that Christmas Tree Lane? Is it also in the park? I think it's just in that area. Okay, just curious.

1:08:58

Yeah, there were, I think a few that were struggling a little bit. There's some that were young, and I don't know if those were replaced during the last update. I'm not really sure.

1:09:16

We've had a handful. This is Bryce. Had pretty big tree falls over the last like two or so years because we have some really old trees that are kind of reaching that phase of their life cycle and the drought conditions did not assist in that process a couple years ago. Oh got it.

1:10:31

Well, I have, I'm nervous from the other room that they are still going heavy and strong.

1:10:38

Which room, 1 or 3? Both. A lot more people interested in transportation apparently.

1:10:53

I'm not surprised. Yeah.

1:10:58



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But when there's no more trees, then people care. Yes.

1:11:08

The Roses, how long have they been there?

1:11:16

The Rose Garden is rather stunning.

1:11:19

All right, we did get one attendee that just joined us. So just would like to say hello. Thank you. And of course, if you do have any questions or comments, please use the chat box and we'd be happy to answer them right away until then. We do have Carrie Chasteen and Laura Razo here to go ahead and tell you more.

1:11:42

So on the board that you see here on your screen there are four issue areas that we're covering in this room: aesthetics, biological resources, cultural resources, and tribal cultural resources through the CEQA process. For Aesthetics, potential impacts to scenic vistas and visual character were identified, and the mitigation measures that were developed for those impacts were that future projects would be designed in a manner

1:12:11

compliant with the Secretary of the Interior standards for the treatment of historic properties to minimize potential impacts to scenic vistas, with the visual character and cultural landscapes associated with Exposition Park. And the rendering in your upper left is a view of Christmas Tree Lane towards the Coliseum, which is obviously a very important scenic vista within Exposition Park. Potential impacts to biological resources related to nesting birds: the mitigation measure that was developed for that was to try to focus construction activities between the months of September and March, and in the event that future construction activities would need to occur during the summer months, a qualified biologist would conduct a survey 3 days in advance of construction commencement and could potentially identify buffers to minimize stress on the birds. For cultural resources,

1:13:10

there are only impacts to historical resources, in this case the built environment, archaeological resources, and cemeteries. The mitigation measures for potential impacts to cultural resources build upon the aesthetic mitigation measures, but also include avoidance of historic buildings, known archaeological resources, and provide measures for the unanticipated discoveries of archaeological resources and cemeteries. There are no known archaeological resources

1:13:41

or cemeteries within Exposition Park, but there are potential to encounter these resources in native undisturbed soils. The mitigation measures associated with these are essentially stop work in the area of the find and have a qualified archaeologist evaluate the find to determine if it's significant, or call the coroner in the case of human remains. The image that you have here on your bottom left is the USC historic district, and north, and then the Exposition Park historic district on the southern end, which also aligns with the master plan area. And backing up to biological resources, the map that you have here, and the little dots reflect historic trees, which is where you're most likely to encounter nesting bird. The map on the lower right hand

1:14:37

corner is a 1917 Native American trade routes map. There is a trade route that is in the vicinity of Exposition Park. And therefore there is the potential to encounter tribal cultural resources. Mitigation measures that were developed for potential impacts to tribal cultural resources are



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very similar to the mitigation measures for archaeological resources, which is avoid known resources and the same

1:15:08

unanticipated discovery measures. There are no known Native American resources within Exposition Park. However, with the implementation of all these mitigation measures, all impacts are anticipated to be less than significant.

1:15:24

Thank you, Carrie.

1:15:29

And then just to add a little bit to that is mitigation measures for aesthetics, that we want to make sure and document everything for construction so that we're able to protect and preserve a lot of those features because we're mainly focused on seeing if this is the visual character of the site.

1:15:55

Thank you, Laura. I think that one was the best one so far.

1:16:02

Just a reminder to the attendees that are currently listening. You can submit a question or a comment that will be on record. And as well as there are alternative methods where you can either mail or email your question or comment after this presentation. It will be, you can find the email and the address on the handout section and also just to keep in mind that the period does end June 1st.

1:16:31

5:00 p.m. If you would like it to be on record.

1:16:40

It looks like our time is almost up. We do still technically have 4 more minutes.

1:16:46

So, I think we are almost done for the day.

1:16:59

And we don't have to drive home.

1:17:30

All right as a finishing statement, while I did, I am just going to repeat myself with the actual information. So the ways to provide your input is to submit a comment during the draft SEIR virtual public meeting.

1:17:45

And another way is to email info at expositionpark.ca.gov with "master plan comments" in the subject line and a valid mailing address in the email. You as well can mail written comments to Ana Lasso, general manager, at 700 Exposition Park Drive, Los Angeles, California 90037. And the draft SEIR will be available online for public review on April 17, 2020, and a USB thumb drive can be provided to organizations representing 50 people or more if requested.

1:19:18

That would have been a more flattering angle. I love the timing of it. We're almost done now.

1:19:32

All right, and of course, I would like to thank Bryce, Carrie, and Laura for joining and being the subject matter experts of this. Of course, this project is built upon people like you, thank you. Thank you, and thank you Amy for doing the legwork on the logistics. I know that was a tough struggle probably.



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1:19:54

It was an interesting challenge. Yes. Thank you.

1:20:01

All right. It is eight o'clock p.m. I believe you got it. Looks like we are free of attendees besides the one attendee who has been with us this entire time. So if you guys are free to go and please of course just message me or call me if you guys have any additional comments or questions. Thank you, and goodnight.



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EXPOSITION PARK MASTER PLAN

DRAFT SEIR VIRTUAL PUBLIC MEETING

MEETING ROOM 3 TRANSCRIPT

Meeting Date: April 29, 2020

1:01

Thank you. Everyone who is patiently waiting.

3:49

Hello, everyone. I see we have a couple more people joining. We're going to get started in just a minute. Thank you for your patience.

7:00

Everyone thank you for your patience, he's waiting on one more person to join. All right. Everyone. We're just, we're going to go ahead and get started now. Thank you for joining us and this virtual meeting room session for the second part of the Exposition plan draft SEIR virtual public meeting. I know we have people who have been slowly joining the webinar. So this room is going to focus on the subject matter of energy, geology soils, greenhouse gas emissions, hazards and hazardous materials, population and housing, and transportation.

12:50

My name is David Moreno and I am a senior project manager with Consensus Inc. We are conducting the public outreach for this Master Plan, and I'll be your moderator for the session. I'm just going to go over a few rules and details now before we formally get started, and then I'll introduce the rest of our team here. If you need a Spanish interpreter, the call and information is located in a few places. I posted it earlier in the chat box. So you should have received it there. You'll be able to find it in your registration email for this webinar, and it is also in the roadmap

13:23

document which is available for download in the handout section of your control panel, if you have not already downloaded it from the first webinar. As a reminder, you're automatically muted when you join this webinar, and throughout the session, as you have questions, please go ahead and type them into the questions box and we'll address them in the order they are received. If you're unable to take your question and really do need to speak then please click the raise hand icon on your control panel and we will unmute you when it is your turn. I will then mute you again.



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13:53

Once we move on to the next question, however, our team does strongly encourage you to type your question if you were able to. That way, we have a written record of it. And if you have any technical difficulties at all during this session, please contact us by typing in the questions box. That is the fastest way, or you can email us at hello at ExpositionParkTogether.org or calling us at a number that I will put into the chat box shortly.

14:20

So now I'm going to go ahead and introduce the rest of our project team here with us today. I'll call on you one by one for you to introduce yourself. So Megna, if you want to go ahead and introduce yourself. Hi, I am Megna Murali and I work for a Sapphos Environmental. My specialization is with air quality, greenhouse gases, and energy and I'm happy to answer questions and note down your comments today.

14:47

Awesome, Jonathan. Yeah, my name is Jonathan Chambers. I am with Gibson Transportation Consulting. I conducted the transportation environmental analysis for this project and answer questions about that.

15:03

Awesome. So let's just go ahead and look and see what questions that we have. The first question we have from Stephen Katigbak. He's asking generally is the master plan proposed project just for new landscaping. Are there new buildings being considered?

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15:19

So that is actually, thank you for your question, Stephen. Megna, Jonathan, I'm not sure if either of you is able to answer that, but that is more of a general master plan question and that can actually be answered in greater detail in the first video virtual meeting room. That was the original one. I'll go ahead and post that link in the chat right now for you to jump back into it.

15:43

But we can say that the general concept of the plan is not to identify specific buildings. It is primarily looking at landscaping and access, at least that's what the features there do, or the 9 features are generally geared towards. The idea of the plan is to provide a framework by which the park can be developed and built over the next 25 years or so.

16:12

Meant to be somewhat flexible, but it doesn't specifically contemplate any building, new buildings, aside from I think, for example, the space shuttle building that would be constructed as part of the existing Science Center.

16:31

Jonathan, the next question we have from Jackman Dupont Walker is, please include a discussion on the nexus between transportation and housing, especially affordable housing and equitable solutions in a neighborhood that is rapidly changing for the third time in 50 years.

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16:52

Well, thank you.

16:55

I don't know if I have a specific answer off the top of my head to something like that. I will say that this project in general is designed to enhance the sense of place at the park, the



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accessibility of the park, the amount of open space at the park right now. There's a lot of surface parking. This generally gets rid of all surface parking. There are a number of new

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housing projects being constructed immediately across the street from the park and others in the vicinity and others that are currently proposed, so we know that in general housing is going to increase in this area over time. And the park, not to say that was the driver of this master plan, but the park certainly is being, with this plan would be able to accommodate many more community members with a much a greater variety of activity or spaces to be able to interact and to gather. Great. The next question that we have from the guides. Can you elaborate on the reasoning behind the decision to keep the parking lots in the constrained master plan?

18:21

I'm sorry, David. Could you tell me that one more time? Yeah, of course. Can you elaborate on the reasoning behind the decision to keep the parking lots in the constrained master plan? I'm not certain what the constrained master plan refers to, but parking is important, at least is an important part of being able to maintain multiple ways of accessing the park.

18:50

Obviously there is, today, there's a great transit and many great transit options to get to the park. You can walk here. We're improving bicycle options. But many people still come to the park especially for things like museums and major events by vehicle, and one of the goals here is to accommodate as many people as possible, and that means accommodating them in many as many ways as possible.

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So the parking, the master plan essentially is parking neutral and does not add parking, and then there's a handful of small number of differences in the number of spaces, but it is essentially a neutral change, but it is moving that parking underground so that can provide far more usable space for actual Park activities.

19:46

This is Marie. Can you hear me now, David?

19:49

Yes, we can. Yes, we can hear you. All right, thank you so much. I want to add to that answer, and the constrained parking alternative is an alternative. The reason we consider alternatives is to resolve impacts that exist with the proposed project. It's under consideration by removing parking. We would be creating a new impact potentially by putting more people that attend the park out on the street from the surrounding neighborhood. That would not be consistent.

20:19

The spirit of CEQA which is to only identify alternative to have an option to resolve.

20:26

Thank you and welcome Marie. Next time I'll be glad to have you here. Next question is from Lori. So she's asking can you please review the findings on traffic impacts, especially around the new parking structure and any impact of the viewing structure.

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So the transportation analysis was based on the new state requirements where we analyze vehicle miles traveled as the primary measure of the impact of additional vehicles. There were

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four parts to the transportation analysis that were conducted. There was a consistency with policy analysis vehicle miles traveled analysis. A

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design safety analysis and then an emergency access analysis, and the only one that specifically deals with the limited, specifically, deals with access to the parking structures, is that geometric design analysis. And we looked at the effects of the new westbound access into and out of the proposed subterranean garage that replace Lots 4, 5, and 6, and those are, they're basically ramps from and to westbound Martin Luther King Junior Boulevard.

22:02

And we essentially reviewed whether the design of those ramps would potentially result in a significant safety aspect, safety impact, and, again, this being a master plan, none of that is fully designed, but it is proposed in general terms. And so the detailed design of that eventual access would be developed when the actual garage was designed. It would be reviewed with the city.

22:33

What we determine, at least based on the based on the proposal, is that we have pedestrians and bicycles are routed completely around those access ramps. So there is not, for example, pedestrians and bicycles don't ever cross the vehicle traffic that's going into and out of those ramps. We did note that it would be necessary to work with the city to identify some method of reducing U-turns on

23:02

Martin Luther King, Jr. Boulevard. For people that are both leaving and trying to enter the garage, but that, ultimately, the general framework of the design in any case would not result in a significant safety impact. That was a primary analysis under CEQA. That was conducted for that.

23:28

Awesome. Next question from Tamiko Nakamoto considering the area is subject to liquefaction. How is the water storage under the festival area being handled? What impact might that have on local residents?

23:46

It's real, just that question, the process that we use, a sequence to identify the conditions that are inherent to the environment. And then what are the projects going to exacerbate the conditions, and in this case, we have standard engineering practices that we can use once we've identified as liquefiable soils. They'll be dealt with for the geotechnical investigation that will dictate the means and methods for construction.

24:14

To ensure that there's no exacerbation of the potential for movement associated with those soils are present.

24:26

Thank you. Marie. Next question from Stephen Yeto. Can you please address how the current master plan will impact traffic on MLK Jr. Boulevard in general. The master plan is not really expected to have much effect on traffic conditions at all.

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And essentially it has very little effect on access, the only real change is that those MLK ramps that I just referred to a moment ago, and you know, parking is being replaced in place in the sense that in at least in the case of Lots 4, 5, and 6, the surface lots which are going to be moved to underground, and the project also is not specifically expected to drive major increases in traffic to and from the project site to and from the park.

25:21

There are obviously I mean of the biggest concerns with a location like this or with Exposition Park in general is with event traffic. Traffic is not substantially affected by this, again, minor access changes. We believe improvements with that underground parking garage along MLK in the ramps to and from it, but there is nothing specific.

25:50

Other than that, that really affects day-to-day traffic operations in any real way or day-to-day traffic generation. And also nothing about this project really changes the traffic generation on event days either, the same facilities that are there today or that are anticipated to be there today are going to be there regardless of this project or not.

26:27

Alright with me today. Next question is from Stephen Covey. Was a level of service analysis still conducted and it factored into the impacts determination. Can you summarize the findings of the VMT analysis?

26:41

Yeah. So again as I mentioned a little bit ago, there is not a requirement under CEQA to do level of service analysis anymore. In fact, it is specifically forbidden to be part of a CEQA analysis. There was not a level of service analysis conducted for this project. I will also reiterate like I just mentioned that there's not a specific traffic generation component to this project either. We did conduct a, we did review VMT guidance.

27:09

For a project like this and the state, the office of the governor's office of planning and research and putting out their guidelines for VMT analysis was very clear that a project that is within a half of a mile of a major transit stop should be exempt from or should be nine exemptions of the right, where it should be considered to have a less than significant VMT transportation impact. We obviously are right next to Expo Line stops or Metro E Line.

27:39

They now refer to it on Exposition Boulevard and therefore have no significant impact on VMT on that basis. We did qualitatively review the potential for the project to have, to result in a change in VMT. The City of L.A., which this project doesn't specifically fall under the city's guidance in this area, but the City of L.A.'s VMT guidance.

28:09

Breaks are analyzed by VMT per capita. Basically what they call an efficiency threshold. And in this case our cap would be the attendees of the park. And even if we were to have more attendees to the park than we have today, we don't anticipate that these changes are going to have, to cause more people from further away to travel to the park, which could have an incremental increase in VMT

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per capita if you ignored the half-mile from transit criteria now, we think that in fact this will, this project would make the park far more attractive to locals who would come much more frequently, and as a result the overall VMT per capita on a day-to-day basis would likely decrease, and therefore you also under that method have a less than significant impact on VMT. So that's what the analysis

29:09

included. Next question from Melissa. I applaud the removal of surface parking an increase in Green Space as I understand, though there is currently special parking access for local community members, for example, parents dropping their kids off for orchestra practice located in the building with the senior center. Do you know if neighbors will be able to continue such access?

29:36

There's nothing in this in this plan that would cause that to be prohibited, that's really an operational detail. That would be worked out between the center and park operations.

29:54

But absolutely there's no specific reason that this would affect, that's certainly not designed to. Next question from Alex Capriati. How will decisions be made about the constrained versus original options, especially in relation to the parking option? That decision will ultimately be made by the OEPM Board, and all the information is presented to them for the proposed action to impacts of the proposed action. The ability of the mitigation measures to reduce those impacts below the levels.

30:32

This accounts, and then the alternative of, rather than using mitigation measures to reduce impact, just reusing elements of points of the plan, Elements 4 and 8, which is the constraint option and therefore reducing the impacts and having less impact occur, but having less improvements that, or continue to operate as in the 2003 plan in the 1993 master plan with just the improvements that are anticipated or in construction. Yeah.

31:01

So the board will ultimately make a decision based on the economics of the projects, the engineering characters with the project, and the environmental characteristics of the project and the subsequent EIR is the tool for sharing the environmental information with the board.

31:18

Next question from Cindy Gate. What's the environmental impact of drilling to create underground parking?

31:29

I'm glad you asked that question because I kind of glossed over that. The impact is actually just, it's the removal of the soil, and it just so happens that in Elements 4 and 8, as is true in most of the Grand Central Station areas that have been previously developed, often have remnants of contamination from prior uses or prior construction.

31:51

And so because we're removing soil, we have the potential to encounter these contaminated soils, and we have standard mitigation measures for dealing with that. There'd be no danger to the community. We just have to specify that prior to doing the construction. If the soil testing reveals that there's a potential for contamination, then we put a business plan in place

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and a site remediation plan in place, and soils of concern are handled according to those guidelines, and they are moved to a landfill or to an allowable site for the receipt of those materials.

32:27

So that's the primary consideration. The secondary consideration is for both paleontological resources and archaeological resources. There's often a belief that because there's development there's no more resources. But if we dig, let's say that the development that was done to do the construction of the parking facilities went to minus 20 feet below the ground surface. So, to improve the parking lot, we're going to have to go to, just for instance, minus 30 feet below ground surface, and these are 10 feet of

32:59

soil that has not been previously disturbed, and there's always potential that we're going to find either archaeological resources, those associated with indigenous people that lived in the site before, or early European settlers, or if you dig all the way into the bedrock underneath that soil, that we have the potential to encounter paleontological resources.

33:19

So those are the impacts that are largely associated with the grading and Elements 4 and 8. We have mitigation measures to reduce those impacts below the level of significance, but those are the key things that we're concerned about. Awesome. Next question from Stephen Yeto. How can you do a traffic analysis if the new museum which would add daily parking especially on the south side of the park is not yet up and running? In addition if there are entrances and exits to the underground parking from MLK Jr. Boulevard, how will this impact traffic flow south of the park?

33:57

So first of all, the Lucas Museum has self-contained parking under it. It is expected to fully contain its own parking needs in its own garage. It would not be adding parking on the south side of Exposition Park.

34:15

Secondly, as I mentioned before, level of service analysis is not a part of the CEQA analysis, and so the fact that Lucas Museum is not yet generating its own traffic or parking wasn't really relevant to any part of the analysis that we did have to conduct, as far as entrances and exits to the parking from MLK. You know, there are currently, there is a large surface parking lot block, 4, 5, and 6, three lots.

34:52

In fact on the south side of MLK, it's primarily underground. It does slightly change the access in that it basically provides new access via, additional to what's already there today, via westbound Martin Luther King Jr.

35:12

Those ramps that I've mentioned a few times, the existing main entry to the surface lots is from Hoover, and there would continue to be an entry to this subterranean structure via MLK and Hoover.

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There is also an existing at grade entrance to the surface lots just south of the Banc of California Stadium on Figueroa as envisioned in the master plan that would continue to be

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access at that location as well. So there's not going, again, there's not a major effect on traffic flow on MLK or anywhere else as a result of this project. And so that's the side. I think just implied in what John has said but to say explicitly, the parking generation for the Lucas Museum was done at the time the Lucas Museum was approved and that's now in when we start the evaluation

36:16

of this project. We assume that that traffic will be in place but that that is part of the baseline condition for the consideration of this project. This project doesn't look at making alterations to those. Yeah. Thank you. Very great. Next question from Tamiko Nakamoto. Lucas construction has caused more shaking of buildings nearby.

36:37

So question, future current construction impacts next with redesign of Bill Robertson Lane with bicycle lanes and pedestrian walkways will the Bill Lane be widened? Will the entrance northbound be widened? Current setup does not allow big rigs traveling in both directions without someone backing up. When Lucas opens, will traffic not be increased causing possible impact on MLK? So I can't really address the shaking of buildings, but I can address the rest of it.

37:11

So I want to start with the shaking, sure. I'll just say that with that part of it, in analysis, we did look at the potential for both noise and ground disturbing ground floor vibration and it is not anticipated to be an impact on sensitive receptors, which would include the school and surrounding residents or any medical facilities, so that given the nature of the type of construction, that would be required for the master plan improvement. That's not expected to be an issue. It's not that the magnitude of some of the other improvements have been done on the park.

37:46

Okay. So with regard to Bill Robertson Lane, Bill Robertson Lane would not be widened. Bill Robertson is actually quite a wide street currently. It is only striped with a Center Line.

37:58

It does not have individual, like, multiple lane striping. The master plan project envisions maintaining the one lane in each direction, but also specifically designating what's called a left turn lane in the center or just a median lane, so you effectively have three striped lanes where today you really only have two. That center lane can be used for a variety of things and can facilitate passing and light commercial vehicle loading if necessary and a number of other things. The entrance to Bill Robertson would not be widened.

38:46

Its current setup does not allow bigger extravagant both directions without someone backing up. I'm not entirely sure what that is referring to, but it's a straight street that if the big-rigs are stopped for some reason at, I don't know what that reason specifically might be, but in any case whatever condition that is wouldn't really be affected by this.

39:16

And then lastly when Lucas opens, traffic would be increased, kind of a possible impact. Okay, as Marie mentioned a minute ago, the Lucas Museum. In fact, one of the four previous addendums to this analysis was specifically for the Lucas Museum. I believe it was addendum

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number 4 and it fully reviewed the traffic impacts, in fact using the old level of service methodology, the traffic impacts of Lucas Museum.

39:45

And yes, Lucas Museum adds some traffic.

39:48

It does not add a crushing level of traffic by any means. That analysis was conducted three or four years ago and did not identify any new significant traffic impact and it also assumed that it's anticipated that most of the traffic to and from the Lucas Museum would use boulevard rather than MLK. I mean it's split between them. But it is the museum itself, of course is closer to Exposition Boulevard, and there are freeway ramps at both Exposition and MLK, so drivers have a nice, you can choose either one. So it was anticipated that a lot of those would choose Exposition.

40:42

Next question from Maria Patino. Will the construction be happening at the same time as the hotel planned across the street

40:51

for nine elements in the proposed master plan? There are nine elements and obviously with the nine planned or seven elements that are to be constructed over 11 to 20-year period of time, so there is a potential that some aspect of the project could be constructed concurrent with other projects going to be constructed in surrounding areas. However, Exhibition Park is 152 acres, the plan and vision.

41:42

And this next one from the same person, Maria. Looks like it's a comment. Community members that live around there on Fig and 39th are constantly impacted with construction.

41:58

I think all this is, you know, we empathize that with that comment, and that certainly is a concern that we will share with OEPM when we summarize the comments and take them forward, but to be fair, the plans for most cities and counties including the City of Los Angeles, which surrounds this area, acknowledge that for the city to grow, that there will be construction. And so that is acknowledged, and the state understands that because these projects as they proceed

42:33

do have a little impact on the folks that live in the areas surrounding and work within Expo Park, and thank you for sharing that with us.

42:45

Thank you. Next question from Jacqueline Dupont Walker. Is it my imagination that you are planning to maintain virtually the same volume of vehicular traffic have you factored in the Vermont line as envisioned by Metro or the completions of the network off of Light Rail in LA County?

43:06

So thank you for raising that question. It's really the question at the heart of this project. The master plan at the time the project was originally approved could not have imagined the grid, the public transit system that would be evolving to the level that it has. This project in many aspects is a high-quality transit area project.

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It says that this is an area that is well served by public transit today and will continue to be improved. So yes, a critical part of the reason for looking to this particular magnificent 152 acres of open space in the city as an opportunity to improve the quality of recreation for both residents and visitors. It strikes at the very heart of the whole concept of trying to meet our greenhouse gases

44:05

target reductions by improving quality of these recreation areas and high-quality transit areas, and John, I'll let you speak more specifically to the traffic aspects.

44:14

Yeah, absolutely and thank you for that Marie. And yes, we are aware of plans to develop some form of mass transit on Vermont whether it was ultimately light rail or bus rapid transit. We know that that is a major priority of Metro. And yeah, the project does maintain, proposes to maintain the existing capacity to parked vehicles within the site.

44:44

On event traffic days the amount of space that's provided at Exposition Park is not nearly sufficient. When you have a major Coliseum event parking spills over into surrounding communities. USC opens up a lot of their structures, people sell their front lawns. There's, you know, with the roughly

45:14

6,000 spaces currently in use at Exposition Park, you can accommodate the first 6,000 cars, but if you have a 78,000 person event at the Coliseum and 70% of those people perhaps, and maybe it's less, but hopefully it is in the future. But if that many people are bringing, are coming by vehicle, even if you have four people per vehicle, you still need quite a few more spaces than that. So yeah.

45:44

Obviously the project is working to facilitate multimodal transportation to and from the site, industrial and bicycle enhancements, the integration with existing and proposed future transit, but it is also continuing to accommodate driving that is very central to many many visitors' experience, which is a killer.

46:12

And I will just add to that we did receive a very lengthy letter from Metro about this project with very specific information about their current and future plans for transit improvements in the area. And we're looking very carefully at those as we prepare the final documents.

46:31

Next question from Cindy Gate. In the study under section 21 mandatory findings of significance. It states there will be potentially significant impacts of environmental effects, which will cause substantial adverse effects on human beings either directly or indirectly. Can you please summarize the adverse effects?

46:52

So the adverse effect that they said in the introductory presentation are almost completely tied to any kind of excavation, and I want to be clear that when we make those findings, we make those findings before the mitigation is put into place. So that's what caused the OEPM to consider doing a subsequent EIR rather than doing a mitigated negative declaration, to make sure we could fully explore those options. And what were the best ways of mitigating?



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47:22

So the impacts to biological resources. So it is move vegetation or plant new vegetation. There's no net losses in the plan. We always have to look out for nesting birds. There's state and federal laws that require that we ensure that we don't remove an active nest during the nesting season. And so that's one of the considerations on the natural environment.

47:48

Then we have mitigation measures to ensure that all the vegetation is replaced or that any of it that's removable happens outside the nesting season. The second area is cultural resources. This Exposition Park is really unusual in the amount of history associated with the City of Los Angeles that is physically located within the park and creates viewsheds for people in the surrounding areas.

48:13

So we have to look at the integrity of the historic materials in each of those district areas and because we're doing street improvement and safety improvements this can all be done in a way that can perform Secretary of Interior's guidelines for the preservation of the historic integrity of those resources, but they require that we take that into consideration during the final design. So we have mitigation measures that speak specifically to making sure that we have no net loss of historic material within historic district, and require that all the plans be coordinated and reviewed by the architectural historian who meet the Secretary of Interior standards for doing that type of work.

48:51

With archeological resources. Those archaeological resources can also be associated with indigenous people. We have very active tribes who have a long history in the coastal plain and coastal bays of Los Angeles.

49:03

So it also requires that if we're going to do any excavation into materials not previously disturbed, an archaeologist and a native tribal monitor, monitor these excavations. We don't expect to find any material in the excavations, but the plan requires that if materials are found, that they be salvaged, they be properly evaluated, and then repositied. So there are mitigation measures that deal with that aspect of the plan. I spoke earlier about geology and soils the potential for paleontological resources is a similar approach to what we're using for archaeology and tribal cultural resources, and then for hazards and hazardous materials. I spoke about that a bit earlier.

49:47

We just had, we know that there's potential for the contamination in the soil. So any time we open up a new area to do any kind of construction grading, we always make provisions to, if we encounter contaminated soil, to either remediate the soils in place or more likely to excavate those soils and move them to an authorized facility So that's the summary of the key impacts that were associated with the project in the mitigation.

50:21

It is envisaged that all the impacts are expected to be able to be mitigated to below the level of significance. There would be no significant and unavoidable adverse effects of the proposed project or the constrained project. Next question from Ingrid. What is the expected impact on the Exposition Line?



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50:47

Well to the extent that this project may generate additional traffic to and from Exposition Park, the Exposition Line, so, you know, it could result in modest increases in traffic on the Expo Line on a day-to-day basis. But that said, for event traffic for example, I mean the project makes the park generally a

51:16

nicer place but won't have much effect on the, it won't have really any effect on the number of people that might attend major event days at Expo Park. And in that sense, whether or not the project occurred, the same, there would be the same effect on the Expo Line in terms of traffic.

51:41

And I'll just add when we look at effects on public transit. We look to the Regional Transportation Plan and Sustainable Community Strategy for guidance. That plan says that we should be trying to increase the reliance on the use of public transit to get to these major entertainment venues, and that could increase the number of people that traveled the public transit to the facility. That would not be considered to be a significant adverse effect.

52:09

That would actually be considered to be a benefit in terms of achieving the objectives of the Regional Transportation Plan.

52:19

Great.

52:20

The next one is from Jacqueline Dupont Walker. As a Metro board member, I urge you to be a champion for the most robust presence of public transportation, which is also a means to help achieve environmental justice for the local community.

G.68

52:36

Absolutely. Absolutely. That's a key aspect of the project. And that's when we talk about improving bike lanes and pedestrian walkways. One of the biggest barriers that is recognized in the Regional Transportation Plan for people choosing to use alternative modes of travel is a feeling of security and safety.

52:55

And so much of the Improvement that has been designed for to this project is to provide pedestrians and walkers with that sense of security and reducing those conflicts between vehicles and people and vehicles and bikes I guess people on bikes.

53:17

You can all just give me one second. Just having a slight technical difficulty.

54:11

Thank you for being patient. Next question from Tamiko Nakamoto. Will a signal light be adjusted at Bill Robertson Lane and MLK to include a left turn light.

G.69

55:31

Perhaps that's, that kind of change goes beyond the detail level of a master plan project like this at the time. Well really at any time that could be proposed and reviewed by LADOT and implemented, but it is likely that at the time that the Bill Robertson Lane is modified. There would be particular studies conducted, detailed studies, at that time that would look at the traffic patterns and determine whether it's warranted to put in a left turn lane.



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56:13

Next question from Ingrid Rivera Guzman. Are there local hire measures in place for the construction workers who will build the project? The master plan is just that, it's a plan that envisions a certain level of construction being done.

G.70

56:37

There's no, there are no existing contracts or RFPs for the actual construction of those work efforts, and those are details that would be considered by the OEPM Board at the time. Did they choose to embed a particular aspect of the project and we don't, environmental documents, we don't look at the economic aspects. And so that is not going to get evaluated at this moment in the report

57:05

Next question from Tamiko Nakamoto. MLK South also was highly impacted by constant construction, parking, and MLK noise. Will noise mitigation be handled? The noise analysis actually found that the level of noise impact does not rise to the level of significance for this particular project so we don't expect there to be effects of the construction of these elements of the project with the other major construction elements are going on. Next question from Jesus Garcia. If I just add one thing I should have also mentioned as you choose all of our construction projects in the greater L.A. area. There will be a nuisance noise posting wrong way on any of the construction site so that if there's noise that we for some reason didn't closely model or anticipate there will be the ability to report that.

G.71

58:17

Next question from Jesus Garcia. Would the new infrastructure changes and new amenities added to the park displace South L.A. long-time residents. I am concerned because I am thinking of Echo Park as an example, the revitalization of the lake caused developers and landlords to market the lake and increase rents and displaced residents. What are you guys doing to mitigate?

G.72

58:38

Although population and housing is determined in the initial study do not have the potential for significant impacts, we carried that issue forward just so that we could do a more robust analysis. There is a robust analysis of population and housing in the EIR and you did not see a causal link between the price of housing in the area. So with Exposition Park, we have over a hundred years of improvement that have been done.

59:13

And there's no demonstrated link between improvements within Exposition Park and changes in housing supply, which is the impact that we would look at is the project, going to directly or indirectly displace residents or housing. So we did not find a cause in there. That said, OEPM is very aware of the housing crisis in Los Angeles and sits on a number of advisory committees.

59:43

And expects to continue to sit on those committees and be an active voice and trying to push solutions for that are long-standing comprehensive solutions. I know during the scoping process there were some very specific requests. You could only invoke types of control measures in areas surrounding Exposition Park. OEPM's authority is limited to the boundaries of the park as a state facility. All housing related issues are under the regulatory



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1:00:13

authority of the City of Los Angeles, and these concerns that were expressed during scoping and again this evening have been shared with the City of Los Angeles. We also see in the population and housing,

1:00:43

to try to add additional housing, the issue of what the cost of those housing is goes beyond the scope of the analysis, but obviously it's an issue that all those are very concerned about Los Angeles. Thank you. And before I just go on to the next question, I just want to announce to everyone that we have about 15 minutes remaining. So please do submit any final questions that you have, and if there are questions that we are unable to get to before we run out of time we will make note of them.

1:01:13

And we have your registration emails and will be sure to respond to you after the meeting within a few days. So right now I'm going to have one more question left. So there's definitely time for everyone to ask more questions. So the next question from Tamiko Nakamoto. Might landscaping include edibles or teaching oriented plants or will the park continue with unfriendly plants on MLK and Bill Robertson Lane?

1:01:43

So thank you for raising that issue. If you were with us when Neal made his presentation, he did talk about one of the major goals. It's try to move to a better integration of a native plant palette into the overall Park Landscaping plan. And if you wanted to join a panel when he could speak to you more specifically about what some of those anticipated improvements are. So we're expecting a net increase in the amount.

1:02:11

Out of landscaping OEPM is expecting it to be largely comprised of native and drought-tolerant palette than we currently have with the exception of the ornamental landscape that comprises components of the historic elements that are required to maintain the integrity.

1:02:44

So we currently don't have any more questions, if anyone wants to type some more up and submit them like I mentioned before we stopped around 15 minutes left. If you don't have any more questions for the session, you can definitely go to one of the other ones and these final 15 minutes. I've posted the joining links for those into the chat.

1:03:04

But for now, we'll just wait and see if anyone else submits any other questions.

1:03:34

As a reminder, if you don't have any more questions now, but any other questions come up after this meeting whether it's tonight or in a few days next week whenever once you've had time to think more on the information, I've been posting some of the other ways that you can submit a comment. Tonight is just one of three ways obviously here at the meeting.

1:03:53

You can also email info at ExpositionPark.ca.gov with "master plan comments" in the subject line and a valid mailing address in the email. You can also mail written comments to Ann Lasso, general manager, all this information including the mailing address etc. following the meeting. We

G.73



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will send you a follow-up email to the email you used to register for the meeting and it'll include all this follow-up information.

1:04:20

David, just want to be clear that the way will be responding to the comments and all the questions that we received. This evening will be included in the final subsequent EIR as well as our responses or where information that there may be questions about is located in the document. But that is really the vessel for the response to comments is the final subsequent EIR. And those who participated in the meeting will receive a notice when the document is completed.

1:04:50

All right now, covid-19 notwithstanding the OEPM will convene a hearing which will be an actual public hearing at that time and if people want to make comments provisions will be made for either attending in person if that's an option available to us at the time or for a bushel of options, virtual meeting.

1:05:17

All right. Thank you for that.

1:05:28

Still no questions received yet.

1:05:34

If anyone would like any additional clarifications from any information that you've heard feel free to ask for that as well any comments you'd like to have, state it out loud.

1:06:08

Then again, you can review more of the technical information on this wreck and the draft SEIR located on the Exposition Park official website, State of California website and located on the ExpositionParkTogether.org website, all of those documents are available for review.

1:06:37

And we are not at the 10-minute mark. So we have about 10 minutes left everyone.

1:06:42

And again, thank you for joining us this evening. We really appreciate you spending the time here to learn more about the project and participate and offer up all of your comments and questions.

1:07:03

Thank you to the project team as well for being here.

1:07:10

David, thank you for you for getting us all connected.

1:07:19

Virtual public meetings will definitely I think see an increase in the future.

1:07:26

Even after covid-19 think about all the greenhouse gas emissions that weren't generated this evening because we all joined digitally. Exactly. We have a new comment from Jacqueline Dupont Walker. She said thank you so much. This is a dynamic project. So it will change even in the midst of implementation.

1:07:49

Absolutely. We so appreciate your joining us this evening.



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1:07:56

Thank you Jacqueline as well for your comments earlier in the initial presentation.

1:08:03

We have another question from Jesus Garcia. What are the next steps after the board consideration of final SEIR?

1:08:13

That's a really good question. Thanks for asking that, so this is how the process works for a public agency to make a decision on a project that involves the use of public funds, the use of public lands, or subject to a discretionary permit decisions that they hold. They have to first consider the environmental consequences. So the first thing that will happen is that OEPM

1:08:38

will consider the technical and procedural adequacy of the environmental document whether it has all the information that they need so they can make a reasoned decision. Well informed decision, so they first consider certification of the environmental document if they decide that we have provided the information that is needed for them to render their decision. They will then decide whether to adopt the master plans. Certification of the of the documents doesn't have any impact on whether they approve or don't approve the proposed master plan or constrained

1:09:13

project alternative. They just can't make that decision until they certify the environment document. So once the document is certified, then they'll consider which option they want to go forward with whether they want to just continue until operating under the existing 1993 master plan in 2003 called the Innovation project. Do they want to approve the proposed plan? The master plan with all nine elements or do they want to approve the constrained master plan, which only has seven of the nine.

1:09:44

So it is important that that people express their opinion on to the Board about which option they'd like to, that is their preference to see implemented because one thing that will take into consideration is input from the public. So if you have a favorite make sure to include that your call.

1:10:06

We do not have any additional questions or comments right now.

1:10:12

We have about 7 more minutes left anyone else wants to submit any additional comments or questions.

1:10:57

Also, if anyone has any questions about any of the images or any of the information of that you can ask about that as well we want any clarifications feel free to ask away. David, I can just talk really quickly about what's up on those images. So that on the upper left hand corner is reviewing, it is an image of paleontological resources that were recovered from another nearby site. So that's not to say that those resources are underneath but that's why we take so much care with paleontology is that it's hard to predict where these resources were.

1:11:49

G.75



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The site has a lot of deposited alluvium material which has a lower probability, but they also have the Miocene material that has higher probability to have resources. And so we have that those provisions if we potentially find resources underneath. That one is of the population and housing, that is the housing element from the City of Los Angeles housing element. I referenced earlier that shows the type of housing that exists and in that housing

1:12:21

element you can see both the housing types that exist today and what's allowable for construction over the 2035 planning horizon. So it gives you a sense of what the city is expecting to have the densification of housing occurring, we've already had a lot of transition, from those of you in the neighborhood that's not news to you that a lot of additional housing has been developed by USC in particular.

1:12:52

Right hand point of the hazardous material, the red dots are applications where the state tracks all of areas that are known to have the potential to have hazardous materials. It's not to say that those materials are necessary present, but they are known to have a potential to have those present, and so we take that data into consideration when we lay out any idea about doing any kind of construction or the excavation areas.

1:13:17

So and then the lower right hand corner shows that, you'll see that greenhouse gas emissions, energy, and transportation because the plan is consistent with the Regional Transportation Plan and Sustainable Community Strategy in it. Does the thing the plans expects to have done to help the L.A. region meet target reductions for greenhouse gas emissions, and so it's ultimately been determined to have no impact because it is consistent with the directives of those plans to move us towards more efficient use of energy reduction in per capita greenhouse gas

1:13:51

emissions and reduction in per capita vehicle miles traveled hopefully. That's helpful thank you, we have just a few more minutes if anyone has any questions or wants any clarifications on any of the information that we just shared I'm going to give you any questions or comments now that we're here at the last few minutes if you have any just general questions or comments feel free to share those as well.

1:15:36

Now just one more minute.

1:16:00

I'll just begin wrapping up now. Thank you everyone for joining us this evening. Whether you joined for the entire evening or just some parts and sections of it. We greatly truly appreciate your participation and all the wonderful questions and comments that you submitted. Once again, those are going to be very helpful to our project team and helping us further inform the project in the master plan. We will be reaching out and sending a follow-up email to the email you utilized to register for the event.

1:16:29

Again, you could continue to stay connected with us again if we have your email, so we will connect with you in the future for any other additional opportunities for input for any opportunities from to meet and speak with us. The current comment period is ongoing until June 1st, 2020, at 5:00 p.m. That's when the official comment period ends. So you have between



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now and then to submit any questions or comments that you may have or applications. If you want to submit a formal comment again, we will reach out with an email.

1:16:59

Including all of that information and you can also always check our website

ExpositionParkTogether.org as I've been sharing in the chat throughout the evening. Again, if you have any other questions, comments, concerns feel free to reach out at any time. And thank you for joining us and thank you to the project team for being here with us as well. And thank you for spending your evenings with us. You can now all begin to leave the webinar. But again, thank you for joining us.

1:17:31

Thank you, David. Thank you Marie. Thank you, David for keeping us organized, and I'll remain until everyone decides to leave the meeting.

1:18:24

We're just two more people.

1:18:29

Just a minute or two. I will formally end webinar, well feel free to either leave them of your own accord before then or I will close it up for all of us.

1:19:07

All right, everyone. Thank you and enjoy your evening.

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